CYCLE NEWS®

December 9, 1987 : Number 48

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Sabotage attempt fails to stop Barstow-to-Vegas

Six-cylinder Gold Wing, 650 Hawk head '88 Honda line

America's motorcycle newspaper

TIME DATED MATERIAL MAILED DECEMBER 1, 1987

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In the WIND
BY PAPA WEALEY

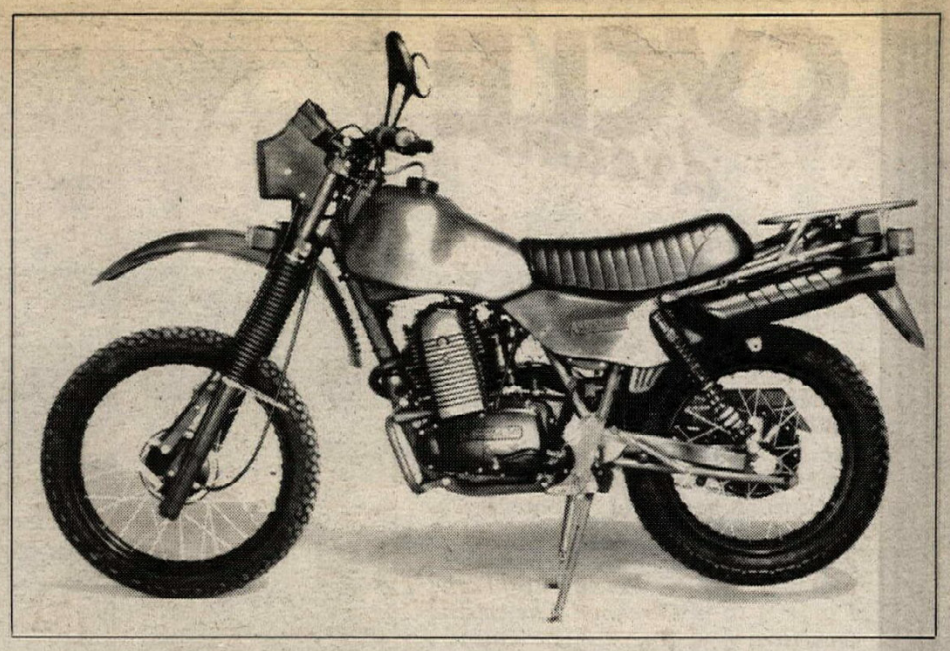
Michigan riders swept the top two awards at the 16th Annual Florida Winter Olympics which took place at Gatorback Raceway in Gainesville, Florida, November 24-28. Brian Swink (Kaw) was presented the Bronze Boot Award as the top Youth division rider and John Kitch (Kaw) received the Golden Goggle Award for being the top Amateur division rider. Both Swink and Kitch won all their races in the TT, MX, stadium MX and Grand Prix competition. Riders from 33 states, totaling 1900 entries, competed at Gatorback. Complete coverage next week.

Rick Johnson (Hon) won the November 29 Japan Supercross in Tokyo's Jingu Stadium. Jeff Leisk (Hon) got the holeshot at the start but was soon passed by Ron Lechien (Kaw) who opened up a gap only to see a red flag at the end of the opening lap due to three riders having crashed. The restart saw Johnny O'Mara (Suz) pull the holeshot but it was Johnson who soon passed him and then romped home the winner. Jeff Ward (Kaw) finished second, five seconds behind Johnson, with Micky Dymond (Yam) finishing third.

Diamandis Communications Inc. has combined the sales and marketing efforts of Cycle and Cycle World magazines under the direction of Jim Hansen. Hansen, vice president and publisher of Cycle World since 1982, will assume responsibility for Cycle as well. Larry Little, advertising director of Cycle World since 1985, has been named national advertising director of both Cycle and Cycle World magazines. Jim Frahm, who was publisher of Cycle, will remain with the company in an as of yet unannounced position. Randy Pelton, who was advertising director of Cycle, is no longer with Diamandis Communications.

FORMED: PM Communications, by Pat Murphy who will be handling AMA race marketing activity and taking on a limited number of other clients; 8755 Rincon Ave., Sun Valley, CA 91352, 818/504-0721.

The Southern California Professional Bench Racers Association, an informal group of motorcycle industry members best known for its annual group ride from the Los Angeles area to the Laguna Seca races near Monterey, is being dissolved. In a letter to members, Kawasaki's Mike Vaughan, an "officer" of the association, said, "It was decided that in view of the potential liability risk...that the Southern California Professional Bench Racers Association would be dissolved. It was our attorney's consideration that if we ("officers") were brought to court, we would probably be absolved, but in order to do so, it would probably cost us $25,000." The group received adverse publicity when members were injured in accidents during the L.A.-to-Monterey ride.



We reported the purchase of the design and worldwide manufacturing rights for England's Armstrong MT500 military motorcycle by Harley-Davidson in an earlier issue. Pictured above is the Rotax-powered Armstrong MT500. Richard Teerlink, president and CEO of the Motorcycle Division of Harley-Davidson, Inc., said, "We are currently evaluating a bid request from the U.S. Department of Defense, as it is investigating the use of military motorcycles." The MT500 has been sold to the British, Canadian and Jordanian armies. The U.S. Department of Defense is reportedly seeking a supplier of from 3500 to 21,000 motorcycles. In addition to Harley-Davidson, Cagiva and KTM are seeking Uncle Sam's business.

The board of directors of International Speedway Corporation, following its November 24 meeting in Daytona Beach, Florida, announced several changes in management positions. William H.G. France (Bill France, Sr.) was elected chairman of the board emeritus. William C. France (Bill France, Jr.) was named chairman of the board and chief executive officer. Jim France was promoted to corporate president from his position as executive vice-president; he also serves as assistant treasurer. Jim Foster, formerly vice-president, was elected executive vice-president for corporate communications. John R. Cooper, currently chairman of the board of the Automobile Competition Committee for the United States (ACCUS), was appointed a corporate vice-president and president of Daytona International Speedway. John D. Riddle, formerly vice-president and general manager of the Daytona facility, was elected vice-president for public affairs.

Houston Lawing, 79, a member of the International Speedway Corporation board of directors, passed away recently. Lawing, who suffered a stroke in late August, was for many years the man who put together the programs for Daytona International Speedway's events.

OPENING: Pro-Italia, a new dealership specializing in Italian motorcycles, on December 5, at 3518 North Verdugo Rd., Glendale, CA 91208, 818/249-5707; Pro-Italia will handle Cagiva, Ducati and Husqvarna intitally, and plan on expanding to sell Moto-Guzzi and Laverda.

Pirelli will sponsor the 1988 Florida Winter AMA MX Series, according to WorldSports South (SuperSports/Bill West).

SPLIT: The Gold Belt Line and Sunline, to operate independently; The Gold Belt Line, Inc. will continue to make their line of kidney belts and sewn goods; Gold Belt's new address/phone number is 675 Anita, Chula Vista, CA 92011, 619/424-5544. Sunline, Inc. will continue to manu-

(Continued to page 14)

Newly crowned 500cc road race World Champion Wayne Gardner (right) and 1986 World Champion Eddie Lawson spent Sunday, November 22, in a Reno, Nevada, photo studio posing for an American Honda-sponsored safety advertisement. Coordinated by Dennis Kanegae of Dailey & Associates, the ad will have Honda's Gardner and Yamaha's Lawson delivering the message that they never use the street as a race track, they always wear protective clothing, and they never ride under the influence of alcohol or drugs. The advertisement will reportedly appear in enthusiast publications by the end of the year.

CYCLE dreams

That riding a Harley is some way to be, and nothing else will ever come close.

I was long considering it, buying one. I'd looked in Oliver Shokouh's showroom, sat on them, tried my friend's, riding it up over the hill and down the boulevard. I took it out at night and saw the city blaze in its paint and chrome. It was big and bad and utterly beautiful. It gave me that feeeeeel. The thought of it was with me day and night, and I took it to my dreams. The setting was this — a forever-view country without any stops. And a Harley-Davidson. And me. I embraced its wide bars, listening to its Evolution motor spell out the miles. We ran an imaginary Sturgis run; the Dakotas were white with snow. We rode south to Florida, into the Keys and past coconut palms, onto the long bridges. And when we reached road's end, my Davidson and I were still fresh, yearning for more, and then more. We boomed back up into the heartland. I wrapped myself and braved the cold, riding all the way to Milwaukee this time to see Willie "G" and Nancy, and Richard Teerlink, Harley's new president. We talked about past and future, about motorcycles and the world. And we laughed with that grand aura Harley-Davidsons bring. Then I was off again, headed west, going home. I rode with American flags on my fenders, and I stopped in the small towns where they came out to look. I was invited into homes where we feasted and talked, and sang over guitars. When I set out again, they waved by wistful doorways and porches. Kids galloped after me down the road. Sometimes it was through dust, and I saw them in my mirror still running. It was like television, being inside a 30-second ad, caught in slow motion; except it was real. We went on to California's coast, under mountains, over deserts, back to the Pacific. And I parked on its shore, remembering a friend from Hilo, Hawaii, and how he rides his own Big Island on a Harley. But for that far paradise, I'd wait till another time. I was home for now, ready to bask and luxuriate in a brazen new sun. And to dream again.

William Edgar

Over the edge

"Let us spray."

DAN MAHONY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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America's motorcycle newspaper

Volume XXIV

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BPA Consumer Audit Division Membership Applied For December 1986.

ON THE FRONT PAGE: Darren Cartwright piloted his Yamaha YZ250 to the overall victory at the Barstow-to-Vegas Hare and Hound. See page 10. Photo by Anne Van Beveren.

voices

Errant chain

I'm writing in regard to the coverage of the AMA National Championship Cross Country Series round at Mt. Morris, Pennsylvania, that appeared in your November 25 issue. The report states that I had problems toward the end of the race due to my chain falling off. I would greatly appreciate it if you could print the fact that my chain problems were the result of faulty rear wheel bearings. Normally I would not bother with such minor details but I think the report makes my sponsor (Tsubaki) look bad. I have two National Championships this year on Tsubaki chain and I feel responsible for correcting the misleading article.

If space allows, I would also like to thank my other sponsors: Greenrose Sports Center — The Honda Store, SuperTrapp, Bridgestone, Al Baker's XRs Only, and Bell Helmets.

SCOTT SUMMERS
Petersburg, KY

I'm reminded of the time I asked then Grand National Champion Gene Romero what caused him to drop out of a race. "The fuel line broke," said Romero. I repeated what he had just said, adding a question mark. "That's right," said Romero. "The fuel line broke when the piston and rod went through it." . . . Editor.

California dreamin'

I'm a former District 37 flat tracker who just moved back to southern California after being out of state for the past six years. To my disappointment there doesn't seem to be any sportsman competition happening, or even any places to practice any more. Am I wrong? If there is anywhere left where a flat tracker can ride I'd appreciate knowing about it.

BARRY BIALAC
Los Alamitos, CA

So would we, Barry . . . Editor.

Just the facts, ma'am

Thank you, Ms. Aure, for presenting the end results of the women's amateur race at Kernville. Your facts are absolutely correct about my name not being crossed off at the start of the second moto, but as you recall, the protest was made after the first moto, in which case the standings were accurate but different (that's why you initiated a protest). If winning was the sole purpose of racing, then I should have ridden the second moto to settle any and all differences in opinion (whether it be first place, last or somewhere in between). I resent being accused of cheating by any man or woman!

Hopefully, winning is not the only significant thing we as participants feel when racing. Words like sportsmanship and comraderie come into mind. Any racer has the right to protest given results but the idea is to question, verify and close the subject quickly, not to draw it out to extents. The easy alternative to your situation would have been just to ride and win the second moto thus insuring first place points. No protest, no hassle — just head-to-head racing.

My statement that motorcycle racing is a man's sport is supported by the fact that it is predominantly done by men (100 men to one woman). This in no way detracts from the status or stature of women in the racing world.

Cycle News does no mudslinging — *Cycle News* prints opinions, yours and mine — whether we agree or not. I'm thankful we have a place to express them.

LINDA SMART
Fresno, CA

The Last Edition

Now that BMW has announced the return of the R100RS and R100RT models, I would like to share the thoughts of fellow "Last Edition" owners. Please call or write.

DAVE WILSON
7135 Ardmore
Houston, TX 77054
713/749-8268

Champ says thanks

As everyone involved in racing knows, no one can win a National Championship without the support of many people to help make that opportunity possible. I wanted to take advantage of this forum to publicly note and accurately list all of my sponsors and friends who helped make this past season the great success that it was.

Thanks to Tom Heyser and his outstanding staff at Heyser Cycle Center of Laurel, Maryland; Lockhart Consumer Products; Jack Smith of Sport Cycle Products; Phil Flack Racing Services; Lou's Leathers; my father Carl Bigoney, Jr.; Dick Sears for his welding skill; Richard Chambers for being Richard Chambers; and very special thanks to Bill Himmelsbach of Himmelsbach Racing for his encouragement, guidance, and impeccable technical assistance.

I would also like to thank all of my friends for helping to keep me going in the right direction — you know who you are. And last but possibly most, my best friend and helper, my wife Margaret Hartka for being everything, all the time, when I need it most.

Thank you all for a great 1987, and I look forward to an even better year in 1988.

CLIFF BIGONEY
Catonsville, MD

Bigoney is the 1987 WERA Formula 2 National Champion . . . Editor.

My dog is deaf!

I have just returned from an AMA District 37 competition meeting. The events that took place have prompted the immediate release of my thoughts. I figured the readers of *Cycle News* are probably the only ones who can understand the way I feel . . . besides, my dog is deaf! Riding off-road motorcycles is a hell of a lot of fun and always should be. We, as motorcyclists first and competition riders second, should not lose sight of this point. Once the fun is lost from motorcycling, what will be left?

SCOTT "OL' SAINT" NICOLITZ
Whittier, CA

Leoni thanks his team

I would like to take this opportunity to express my sincerest thanks to all the people who helped Team Leoni on and off the track in the 1987 season. There were so many of you who lent a hand that the list would be too long to write.

Special thanks to my wife Gwen, my son Steve and his wife Grace, my faithful and loyal rider Jimmy Adamo and his fiancee Melanie, team manager Rick Ciappa, mechanic F.J., my old friend Victor, sponsors Michelin Tire Company, Arai Helmets, Tsubaki Chain, F&L Fuel Company, Castrol Oil, Mikuni, Brian and Steve at Fram Bendix Autolite, and Cosmo Saffioti, and Steve and Don from Minnesota and Tennessee, Sal and Tony for the painting, and Brian Paris for the welding.

Happy holidays to all!

RENO LEONI
Team Leoni
Lodi, NJ

Happy birthday, CCCM!

The year 1988 marks the 20th year of the Cycle Conservation Club of Michigan. We are an organization of trail bike riders, 2000 strong, that develop, maintain and ride trails in Michigan on a non-competitive basis. We have developed more than 1100 miles of trails in Michigan, publish our own map book and put on a nationally know reliability run — The Six Days of Michigan — each August.

Many of our members read your newspaper each week and enjoy it a great deal. We would appreciate it if you could make mention of the fact that we are celebrating our 20th birthday. We are proud of our accomplishments and feel that we are making "cycle news" ourselves by working with government to develop trails.

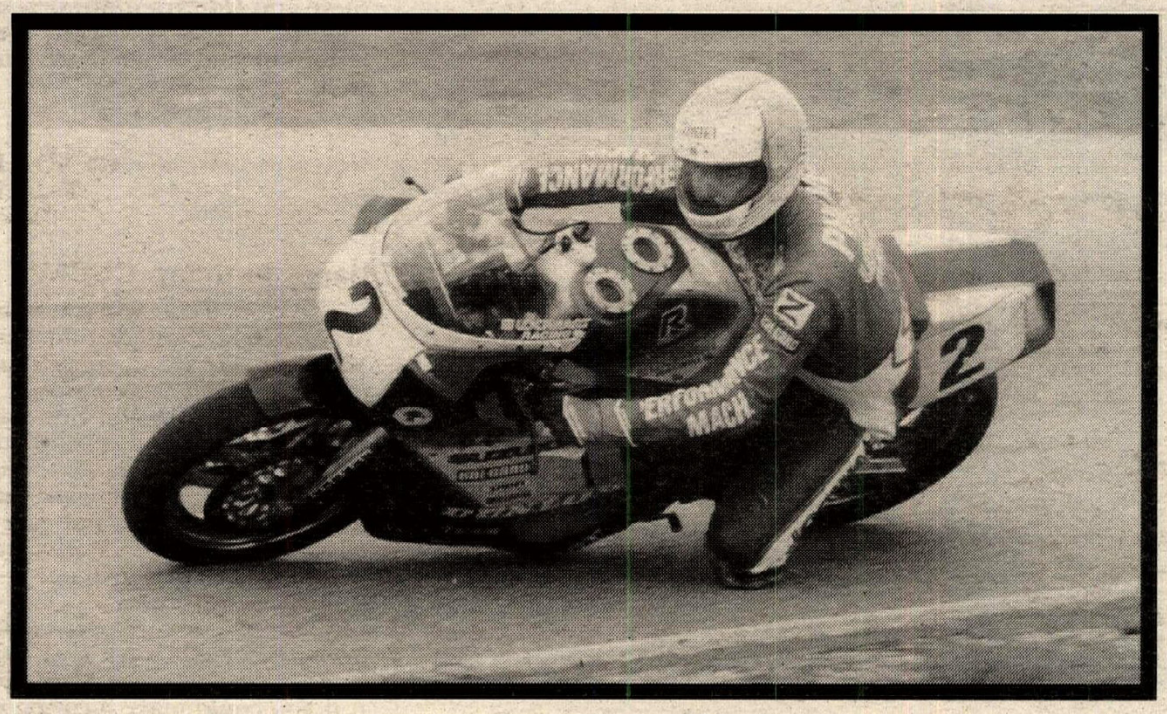
JEFF ANGSTMAN
Public Relations Director
Cycle Conservation Club
of Michigan
Hart, MI

It looks like we'll both be blowing out birthday cake candles come the new year, Jeff. While CCCM is celebrating its 20th, Cycle News *will be celebrating its 25th year. Readers who would like more information on The Six Days of Michigan trail ride, should write to the CCCM, 26 North State St., Hart, MI 49420 . . . Editor.*

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, P.O. Box 498, Long Beach, CA 90801.

"*MOTORCYCLIST* is a very balanced street riding/road racing publication..."

—Wendell Phillips

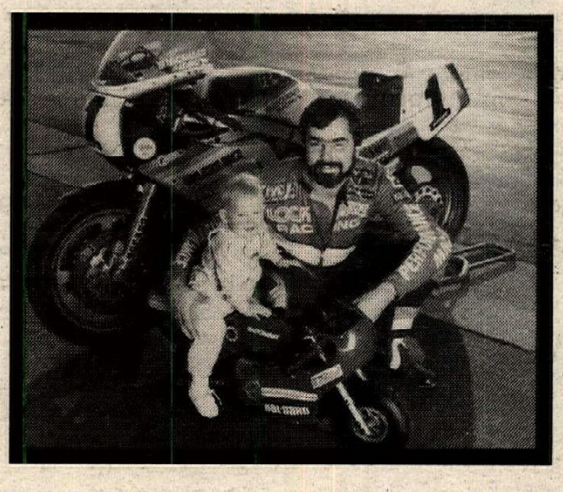


Name: Wendell Phillips

Occupation: President, Lockhart Consumer Products; endurance racer, Team Lockhart

Company description: "We distribute products worldwide and specialize in sport bike accessories, apparel, and road racing equipment."

Riding history: "I started riding motorcycles in 1974 as an alternative to racing sports cars, hoping I could get the same excitement seven days a week. I did, but I didn't last very long on the street. The tickets started piling up, so my friends suggested I go road racing. We rented the Summit Point Race Track in West Virginia for a day and I've been racing ever since. Concurrently, my business goals changed to the motorcycle industry, which led me to exciting positions with the Motorcycle U.S.A. Show,

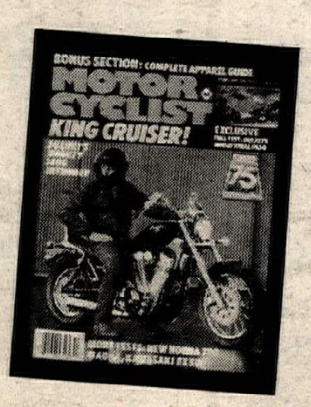


Motorcycle Dealernews, Micronics, and Lockhart."

Racing history: "In my first year of road racing, I campaigned a 550cc Honda to a class championship by winning 10 out of 11 sprint races. I moved to California and received sponsorship from many endurance teams and from Mr. Jags for sprint rides. Winning with the Mr. Jags Norton against the big four-cylinder Japanese bikes in '79 through '82 was a lot of fun. The past few years I've concentrated on endurance racing. Team Lockhart won the 1984 Riverside Six Hour and the Sears Point Four Hour. In 1985, sponsored by Kawasaki Motors, we finished second in the AMA Endurance Series Championship and won the Daytona Six Hour. In 1986, sponsored by U.S. Suzuki, we scored five firsts and four seconds, claiming the MotoWorld AMA Endurance Series Championship. Team Lockhart has been in the winners' circle 18 times in 24 starts.

Bikes currently owned: GSXR1100 Suzuki; FZ750 Yamaha; Nico Bakker-framed Kawasaki 900 Ninja; Dandy pocketbike.

Magazine: "*MOTORCYCLIST* is a very balanced street riding/road racing publication with great editorial commentary, new model road tests, product evaluations, and in-depth competition coverage. They should be commended for their many articles relating to riding safety and 'how to' begin road racing. On the lighter side, there's 'The Last Page.' It's always slightly off-the-wall and very entertaining. I have to admit that 'The Last Page' is what I read first."



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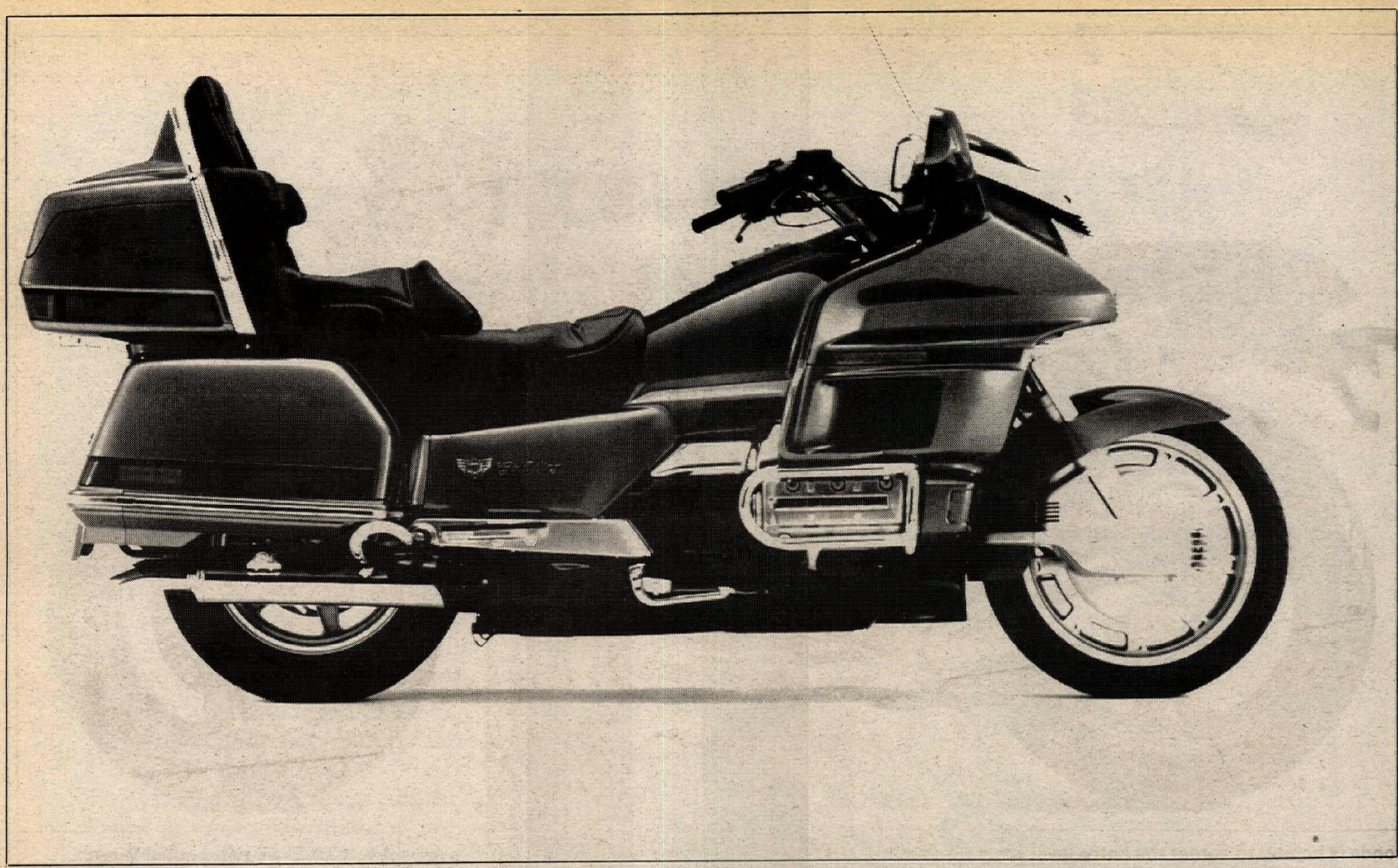
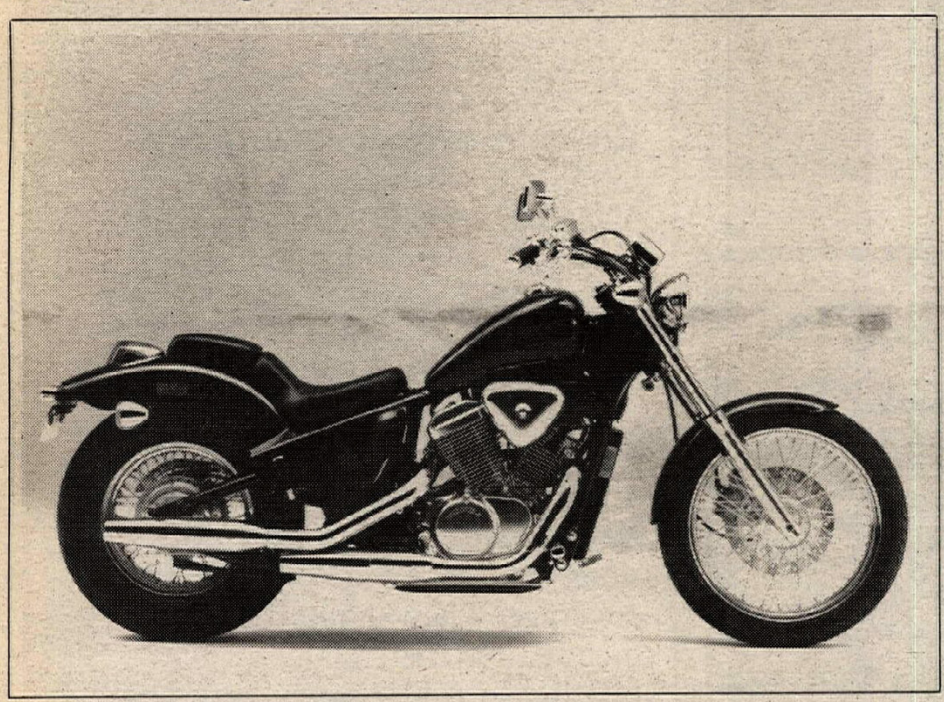


Honda's Gold Wing, completely reworked from the ground up for 1988, sports a 1520cc, horizontally-opposed, liquid-cooled, six-cylinder engine.



Honda's newest custom cruiser, the Shadow VLX, is powered by a 583cc, liquid-cooled V-twin; physically, the bike is as large as most 1100s.

The NX125, like all the new NX models, will be marketed as an entry-level street bike and will come with electric start.

1988 Honda street bikes

Hawk GT, Gold Wing highlight Honda lineup

The unique, all-new Hawk GT and a completely redesigned Gold Wing highlight American Honda's lineup of 1988 street bikes. Other all-new models include the NX series (three dual-sport models which replace the XL line), the VTR 250cc Interceptor and the Shadow VLX, a 600cc custom cruiser.

Returning for 1988, basically unchanged, are the sport bikes which took the motorcycle market by storm in 1987, the 600 and 1000cc Hurricanes. Also back, with moderate changes, are the remainder of Honda's Shadow line (the 800 and 1100cc models), and Honda's remaining custom cruiser, the Magna 750.

Models made in 1987 that have been dropped from production for 1988 include the 250 and 450cc Rebels, the TL200R Reflex and, as mentioned, the entire XL line.

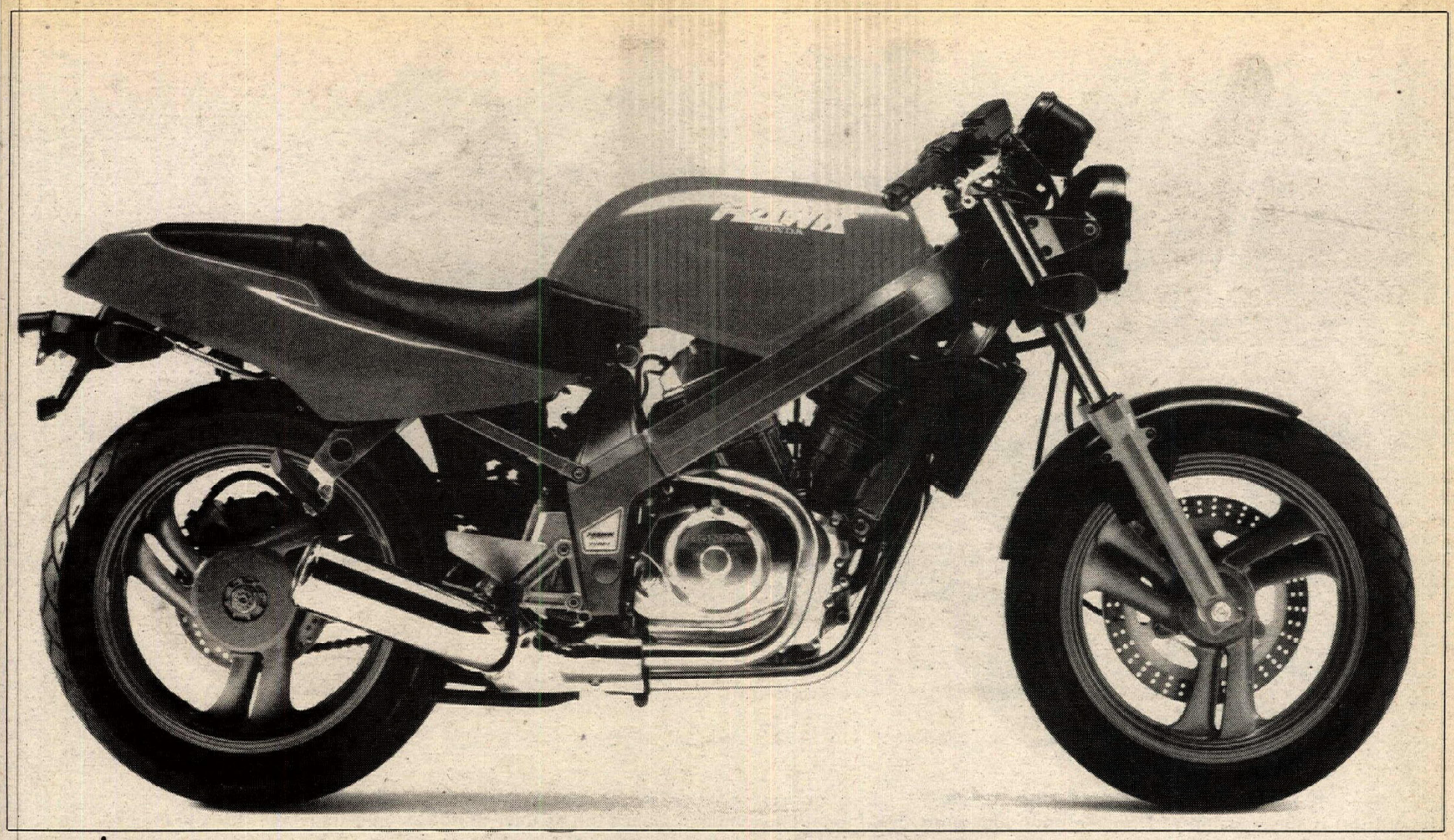
Honda's marketing theme for 1988 is, "Come ride with us," and the Japanese manufacturer has introduced the Hawk GT and the NX series — bikes that do not fit into existing market niches — to make Honda motorcycles more "accessible" to entry-level riders. The new models are designed to provide first-time buyers with ease of purchase, ease of ownership and ease of use.

Honda hopes the Hawk GT will open a new model category. It is basically a sporty machine designed for general, all-around versatility — commuting, Sunday afternoon rides in the country, and running down to the corner drugstore.

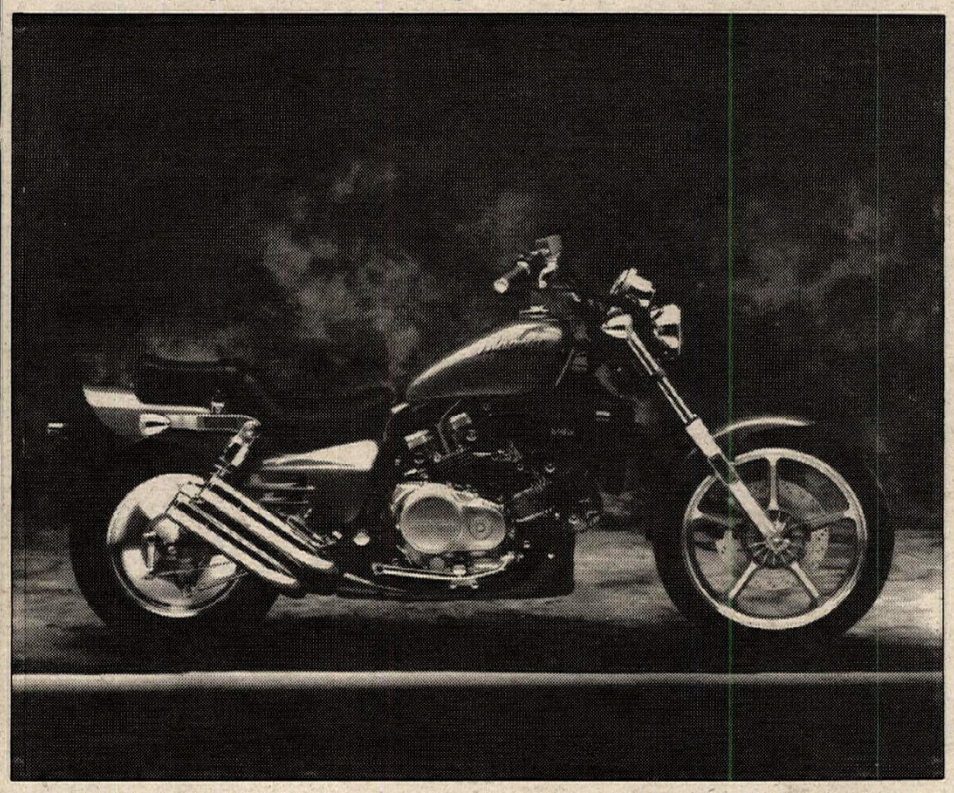
It is fitted with an OHC, 647cc, liquid-cooled, 52° V-twin with three valves per cylinder and Honda's offset dual-pin crankshaft. The powerplant is fed by twin, 36.5mm constant velocity carburetors, and the lower end boasts a five-speed transmission. The engine is housed in a twin spar, rectangular section aluminum frame.

The Hawk's front fork has 41mm stanchion tubes, and the bike is suspended in the rear by a DeCarbon-type single shock with seven-position spring preload. A state-of-the-art, single-sided "Pro-Arm" aluminum swingarm with quick-change rear wheel rounds out the rear suspension setup.

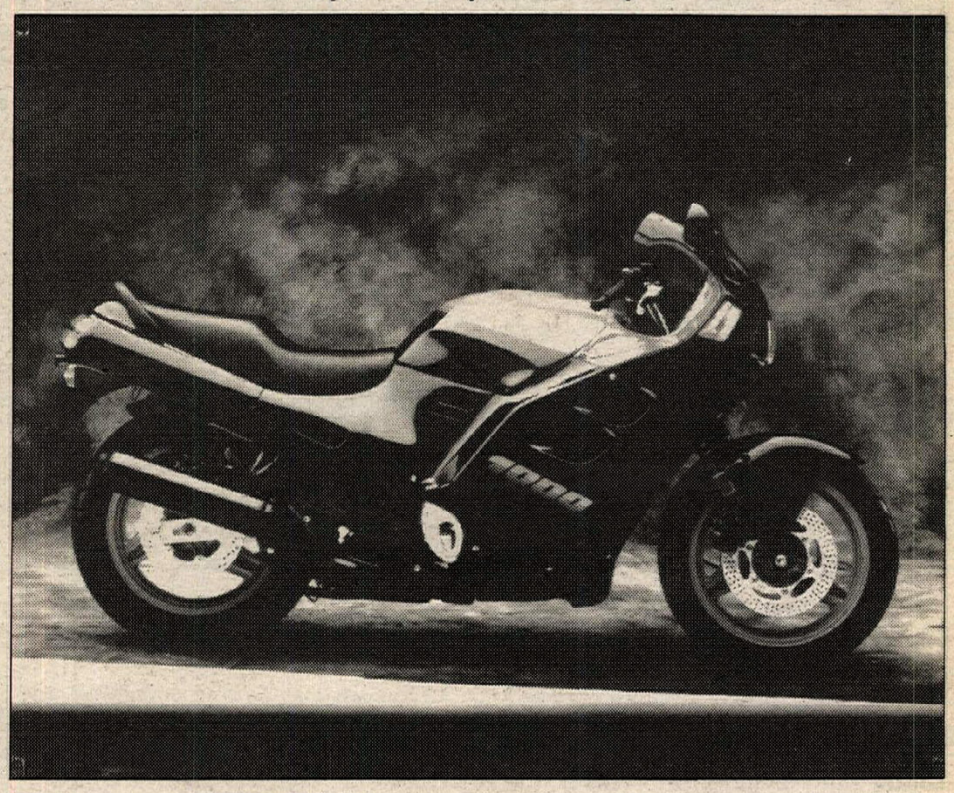
Disc brakes with twin-piston



Honda is hoping to corner the entry-level sport bike market in 1988 with the all-new Hawk GT; it is is powered by a 647cc liquid-cooled V-twin.



The 748cc V-4 Magna has been boosted from 700cc to 750cc for 1988. Also, the chin fairing paint now matches the paint on the frame.



The Hurricane CBR1000, introduced last year, is unchanged for 1988. It is powered by a liquid-cooled, DOHC in-line four-cylinder engine.

calipers are fitted to the bike front and rear, as are ultra-wide, turbine-style aluminum wheels. A wide, low-profile 150/70-17 tire provides rear traction and the bike is driven by a heavy-duty O-ring chain. Dry weight is a claimed 350 pounds; fuel tank capacity is 3.1 gallons. The Hawk will be available in blue or silver.

The Gold Wing, available last year in two models (the Aspencade and Interstate) is offered in 1988 in one version only, but Honda's premier touring machine has been completely reworked from the ground up.

It is powered by an all-new, OHC, liquid-cooled, horizontally-opposed six-cylinder engine with a low center of gravity. The engine is fed by computer-monitored, dual downdraft, 36mm, diaphragm-type CV carburetors, has a solid state digital ignition and a four-speed-plus-fifth-overdrive transmission.

The shaft-driven Gold Wing is suspended by huge 41mm front forks with torque reactive anti-dive control (TRAC) which reduces fork compression during braking. Rear suspension is air-adjustable. The bike has triple disc brakes, a 6.3-gallon fuel tank and low-profile, touring tires.

The Gold Wing also offers slow-speed reverse (which operates via the starter motor), a first for any touring motorcycle, electronic cruise control and an all-new audio system.

The NX dual sport models — NX650, NX250 and NX125 — are new from fender to fender. They will be marketed as entry-level street bikes and all NX models, even the NX125, will have electric start and aerodynamic mini-fairings.

Why the switch? When Honda officials surveyed XL owners, they discovered that 80 percent of those riders used the primarily dirt-capable XLs mostly for street riding. So the XL line was eliminated and the new NX line — primarily street-oriented motorcycles that can be ridden in the dirt — was created to fill the gap.

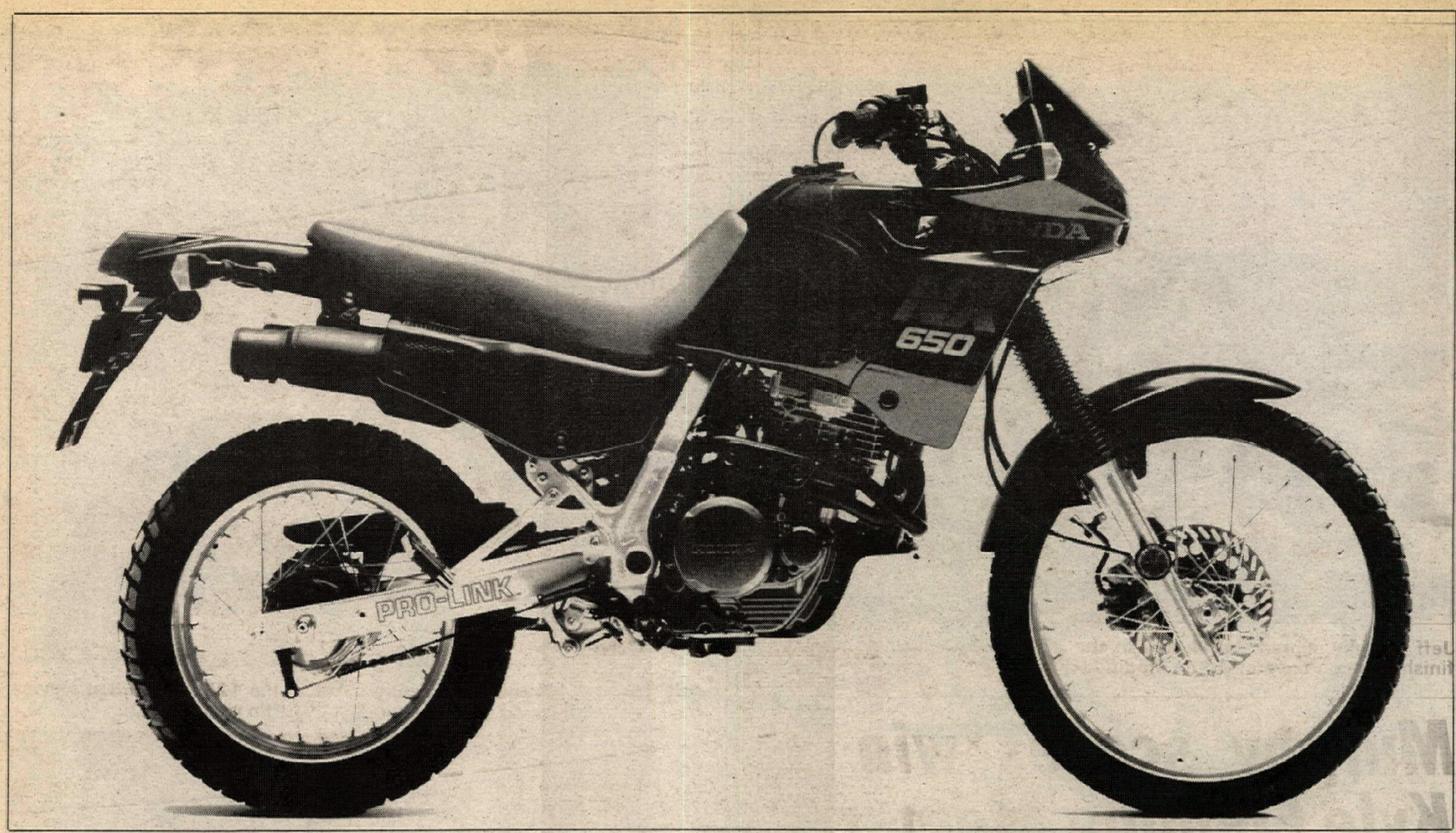
The NX650 and NX125 will be powered by single-cylinder, air-cooled, four-stroke engines, while the NX250 will sport a liquid-cooled, four-stroke single. The 125cc powerplant will have two valves, while the 250 and 650cc models will boast four valves. All three bikes will have solid-state, CD ignitions with electronic advance and all are chain driven. The 125 and 650cc models are five speeds; the NX250 will have a six-speed transmission.

Each of the NX models will be fitted with a leading axle telescopic front fork and Pro-Link swingarm rear suspension with adjustable preload. Wheel travel on each of the three models is approximately eight inches in front and seven inches in the rear.

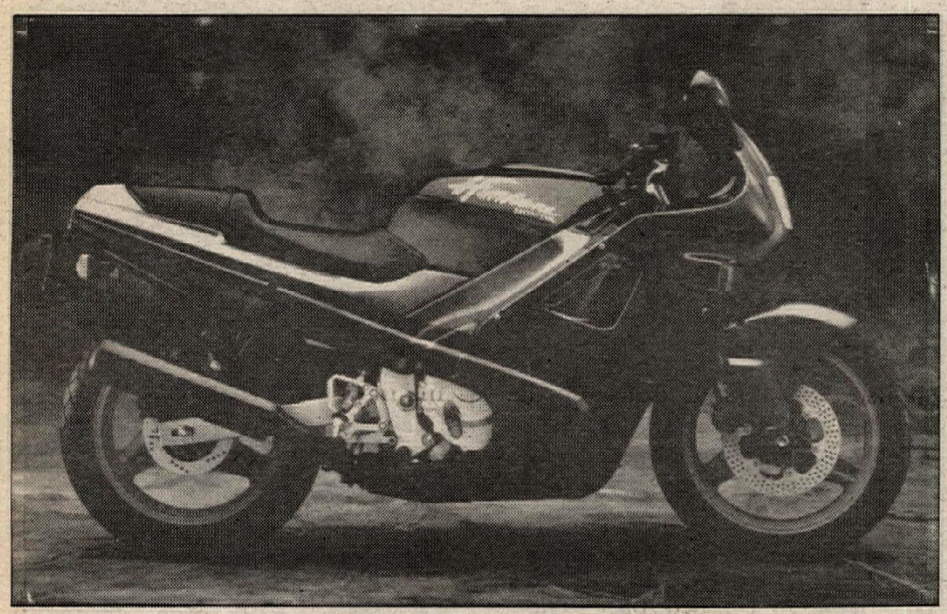
The 250 and 650cc NX models are stopped by front disc brakes with twin-piston calipers and by rear drum brakes; the NX125 has drum brakes, front and rear. The NX650 has a claimed dry weight of 335 pounds and fuel tank capacity of 3.4 gallons. The 250 reportedly weighs 260 pounds and has a 2.3-gallon fuel tank, while the 125 weighs in at 247 pounds and holds 2.5 gallons of fuel.

Each bike is available in metallic blue; the NX250 also will come in pearl white.

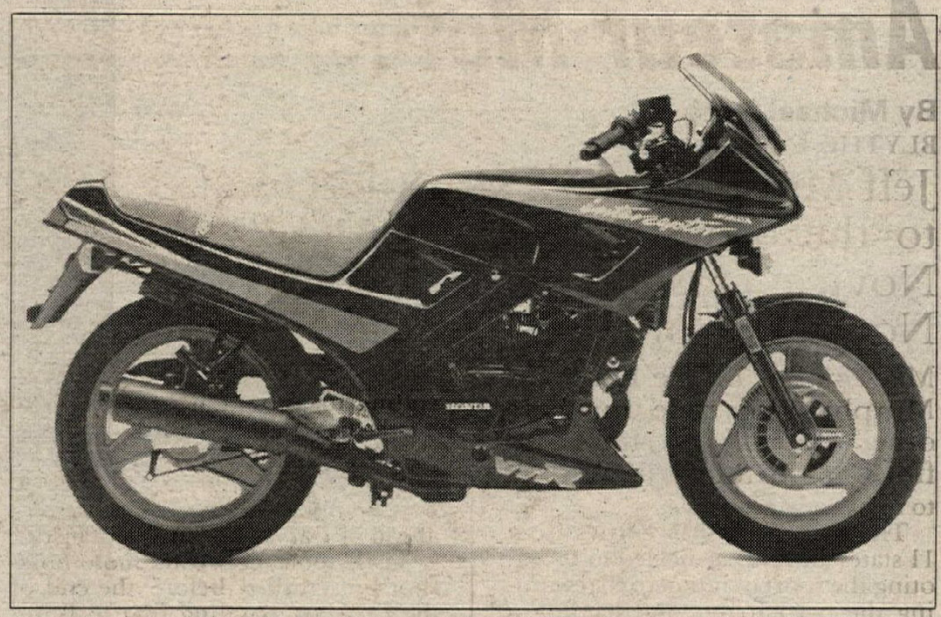
Honda's latest conventional sport bike is the all-new Interceptor VTR



The NX650 is the flagship of Honda's new dual-sport, NX model line, which replaces the XL line. Honda also offers an NX250 and NX125.



Honda's popular CBR600 Hurricane also is unchanged for 1988. It will be available this year in red and metallic two-tone grey.



A 250cc Interceptor? You bet! Honda will market the all-new VTR250 in 1988. The bike sports a 249cc, four-stroke, V-twin powerplant.

250. Honda calls this bike the, "most radically-styled 250cc sport bike on the market." It is offered in two distinctive color and graphic combinations — white with day-glo blue trim and black with day-glo pink/blue trim.

It is powered by a 249cc, DOHC eight-valve (four per cylinder), liquid-cooled, 90° V-twin, four-stroke engine fed by two 32mm constant velocity carburetors. The VTR has a solid state CD ignition with electronic advance, six-speed transmission and is driven by a sealed, O-ring chain.

Air adjustable 35mm hydraulic front forks are mounted to a diamond-configuration, twin-tube, box-section frame; rear suspension is provided by a Pro-Link swingarm setup with shock preload adjustment.

A front inboard disc brake with twin-piston caliper handles stopping chores up front while a drum brake takes care of the job in the rear. Stylish cast aluminum wheels are fitted with tubeless tires (100/90-16 up front, 120/80-17 in the rear).

The littlest Interceptor (and the only one available in the U.S.) has a claimed dry weight of 332.9 pounds, fuel tank capacity of 3.4 gallons and ground clearance of 5.5 inches.

Honda's 1988 sport bike lineup in the U.S. is rounded out by the 600 and 1000cc Hurricanes, which have changed little from last year. They offer the same transverse, in-line, liquid-cooled, DOHC four-cylinder engines and state-of-the art sport bike suspension. The CBR600 will be offered in red and metallic two-tone gray, while the 1000cc Hurricane will come in silver and metallic blue/black.

Nowhere on Honda's all-new Shadow VLX custom cruiser is there any indication of engine displacement. The bike is powered by a 583cc, liquid-cooled, 52° V-twin, four-stroke powerplant, but the bike appears much larger — it's physically the same size as most 1100cc models.

The newest Shadow sports classic custom styling with a two-piece custom seat, forward-mounted footpegs and stylish handlebars. The engine has a single pin crankshaft to increase the "heartbeat" sound and feeling of a big V-twin, and is fitted with a wide-ratio, four-speed transmission for low-rpm, highway cruising.

Seat height is a low 27.1 inches and the classic look of a custom cruiser is enhanced by wire spoke wheels and plenty of polished chrome.

The VLX has a rigid, double-cradle frame which allows the low seat height and long wheelbase of 63.2 inches. The bike is suspended by 39mm, telescopic front forks and a single rear shock; the special delta-shaped swingarm emphasizes the classic, no-suspension look.

Claimed dry weight is 432 pounds, ground clearance is 5.5 inches and fuel capacity is 2.3 gallons. The VLX will be offered in candy blue, and candy red.

Honda's custom cruiser line is rounded out by the Shadow VT1100, Shadow VT800 and the Magna VF750.

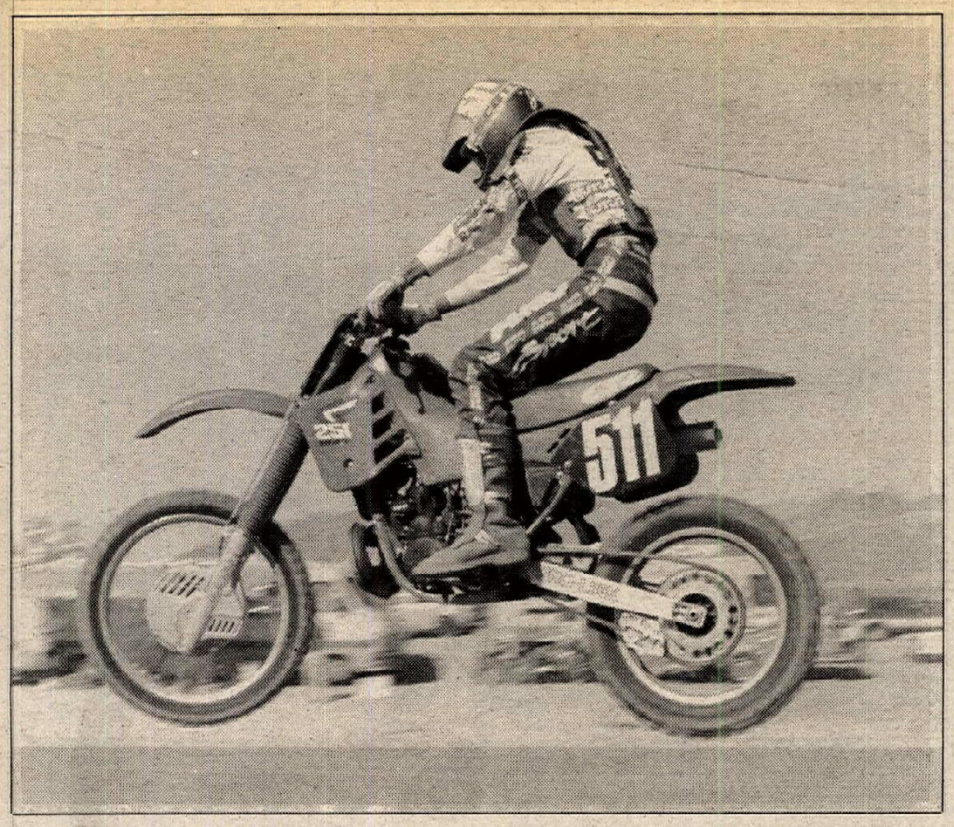
The VT1100 is essentially unchanged mechanically from the 1987 model. For 1988, frame color has been matched to the color of the fuel tank (the bike will be available in black and candy red). The VT1100 also will have a four-speed, wide-ratio gearbox.

Last year's mid-sized Shadow was a 700cc model sporting a five-speed transmission with sixth-gear overdrive. For 1988, the bike has been boosted to 800cc and a wide-ratio, four-speed transmission will be used.

This year the solid state ignition is digital (the ignition on last year model was solid state but not digital).

This year the bike has spoked wheels; the wheels were mags in 1987. The 800cc Shadow will come in gloss black and candy red.

The Magna, which was introduced last year as a 700cc custom, boasts a 748cc, liquid-cooled, 90° V-four in 1988. Also, the V45 Magna's chin fairing (the small fairing under the engine) will be color-matched to the frame this year. •



Jeff Murphy scored the victory in the 250cc Stock Novice class and finished second overall in the Modified division.

Jeff Griffin (418) and Chip Young battle in the 125cc Modified Novice class. Young finished second overall and Griffin was third.

Tod Smith (692) leads 125cc Beginner winner Chris Kefalas (33) and the rest of the pack through the first turn. Smith was second overall.

Murphy scores win at Kyle Fleming Memorial Amateur Motocross

By Michael Ross

BLYTHE, CA, NOV. 14

Jeff Murphy rode a year-old Honda CR250 to the overall victory in the 250cc Stock Novice class during the Beginner and Novice day of the 5th Annual Kyle Fleming Memorial at Blythe Raceway. Murphy also rode in three other classes, but failed to finish in the top positions due to numerous problems.

The event drew 645 entries from 11 states and was dedicated to promoting the sport of motocross, rewarding the participants and lending a hand to the less fortunate (a portion of each entry went to the Special Olympics) while paying tribute to Bruce Bunch, Kyle Fleming and Rick Hemme, three minicycle experts who were killed in an auto accident several years ago during the Grand National Championships at Ponca City, Oklahoma.

The first 250cc Stock Novice moto saw Murphy's Honda find the perfect combination of clutch and throttle to lead the 26-rider pack to the first turn. TJ Frost, Charlie Flippin, Damon Burg and David Crabs followed in hot pursuit. Murphy led the next lap as Flippin' put Frost back to third with a daring outside pass. Burg then pressured Frost for a lap as Andy Brown moved through the pack after an eighth place start. Lap three saw Murphy still in the lead while Flipping moved to within striking distance. Berg held third but Dan Tistle moved in behind him. Brown was already up to fifth and still charging, while Frost faded back to sixth.

Murphy started to ease away from Flippin with perfectly executed leaps over the 45-foot-long double jump on the back side of the track, and continued to ease away and took the first moto win. Flippin had second and backed down with a lap to go, ending up second at the checkered. Tistle tried to pass Burg for third place and fell. He quickly remounted but lost two positions. The checkered flag caught Burg charging in fourth ahead of Daryl Hawkins and Tistle.

Tistle took the second moto holeshot but crashed before the end of the first lap, handing first to Burg. Burg had Murphy all over him as the pair pulled away from the rest of the class. Flippin held third on lap three but was coming under series pressure from Brown and later Tistle, who was back on the gas after falling. With one lap to go, Burg looked secure in first and Murphy played it smart in second.

"I knew I had the overall wrapped up so I concentrated on finishing and not making any mistakes," said Murphy after the moto.

Flippin took the checkered flag in third to finish with third overall but Brown and Tistle continued to fight for fourth until the finish line. Brown led Tistle for most of the last lap but Tistle nailed the doubles to sail past the Yamaha rider and then held off his determined attempts to pass to score fourth at the flag for fifth overall. Brown took fifth at the finish for a 4-5 tally and trophied in fourth overall.

The biggest and most competitive class was the 125cc Stock Novice class. Race director Gaye Wineland broke up the class into two divisions with the top 12 from each moto transferring to the main event. A last chance qualifier race took the top three finishers.

Division one winner Louie Romo, on his Sun West and White Brothers-sponsored Yamaha, holeshot the start and led every lap pulling away from second place finisher Jeff Griffin. Third and fourth went to Jimmy Dyer from Yamaha of Tucson and Bryan Honden.

Cole Gress took the Division Two holeshot but fell back to second when Gary Hedding romped past to take the lead and the win. Gress finished a close second with Earl Goudreau and Murphy in tow for third and fourth.

Darren Donaldson led every lap of the LCQ to make the main event with Steve Goslan and John Williams capturing the remaining transfer postions.

Griffin squeezed off a perfect holeshot in the main event to lead lap one but Romo blasted past to lead lap two. Mike Lord took second from Griffin on that lap with Steve Goslan falling back to fourth after a second place start. The clutch on Murphy's KX slipped badly on the starting line, leaving him with a last place start. Murphy was up to 15th by lap two and had 12th on the next lap but the clutch continued to act up. On lap four Murphy crashed hard off the doubles when his clutch refused to hook up for the launch.

Up front Romo had the track wired and was easily pulling away. He had a four-second advantage by lap four over Lord. Hedding was nine seconds behind Lord and Griffin was within striking distance in fourth. Jim Hale had his Suzuki in fifth after a 10th place start. When the checkered flag was thrown on lap five Romo took it first with Lord, Hedding, Griffin, and Hale finishing in that order.

The 125cc Modified Novice class was another exciting race with Griffin taking the lead after a huge pile-up in the first turn in moto one. Drew Olivia paced the field for the next three laps but fell on the last lap, handing first to Romo. Griffin took second with Chip Young and Murphy rounding out the top five.

Moto two was a Romo benefit when he took the lead on the second lap and pulled away to win by 10 bike lengths over Hedding. Young fought his way to third. Romo's outstanding performance netted him the overall win, Young took second overall with his 3-3 finish and Griffin was third overall with a 2-6 tally. Murphy missed the start when he failed to hear the announcement that the second moto was moved up.

Visibly disappointed, Murphy took it all with a grain of salt. "I won one class; I had a good time, and I'll be back next year." •

Results

JR CYC: 1. Robbie Reynard (Kaw); 2. Mike Metzger (Kaw); 3. Jeff Wilboh (Kaw).

80 BEG: 1. Greg Schnell (Kaw); 2. Matt Engstler (Hon); 3. Steve Haxton (Kaw).

80 9-11: 1. Craig Decker (Yam); 2. Mike Metzger (Suz); 3. Ty King (Yam).

80 STK NOV: 1. Sean Pagel (Suz); 2. Dustin Monger (Kaw); 3. Chuck Kinne (Kaw).

80 MOD NOV: 1. Sean Pagel (Suz); 2. Billy Felts (Kaw); 3. Dustin Monger (Kaw)

125 BEG: 1. Chris Kefalas; 2. Tod Smith (Yam); 3. Jeff Moore (Hon).

125 STK NOV: 1. Louie Romo (Yam); 2. Mike Lord (Hon); 3. Gary Hedding (Kaw).

125 MOD STK: 1. Scott Hoffman (Hon); 2. Chip Young (Hon); 3. Jeff Griffin (Hon).

250 STK NOV: 1. Jeff Murphy (Hon); 2. Dannon Burg (Yam); 3. Charlie Flippin (Yam).

250 MOD NOV: 1. Don Tistle (Hon); 2. Jeff Murphy (Hon); 3. Charlie Flippin (Kaw).

Winner Darren Cartwright leads second place finisher Paul Krause shortly before taking the checkered flag in the 170-mile desert race.

Krause was leading most of the race despite nursing an injured ankle. The course was was extremely fast and dusty.

AMA/District 37 Barstow-to-Vegas Hare & Hound

Cartwright claims close B-to-V battle

By Anne & Tom Van Beveren
Photos by Anne Van Beveren & John Thomas

LAS VEGAS, NV, NOV 28

Yamaha YZ250 pilot Darren Cartwright stormed through to steal the win a mere quarter of a mile from the finish line in one of the closest fought Barstow-to-Vegas desert races in memory. Cartwright edged Team Kawasaki's Paul Krause by just two bike lengths as the checkered flag dropped, while Grant Palenske took third less than 30 seconds behind Krause.

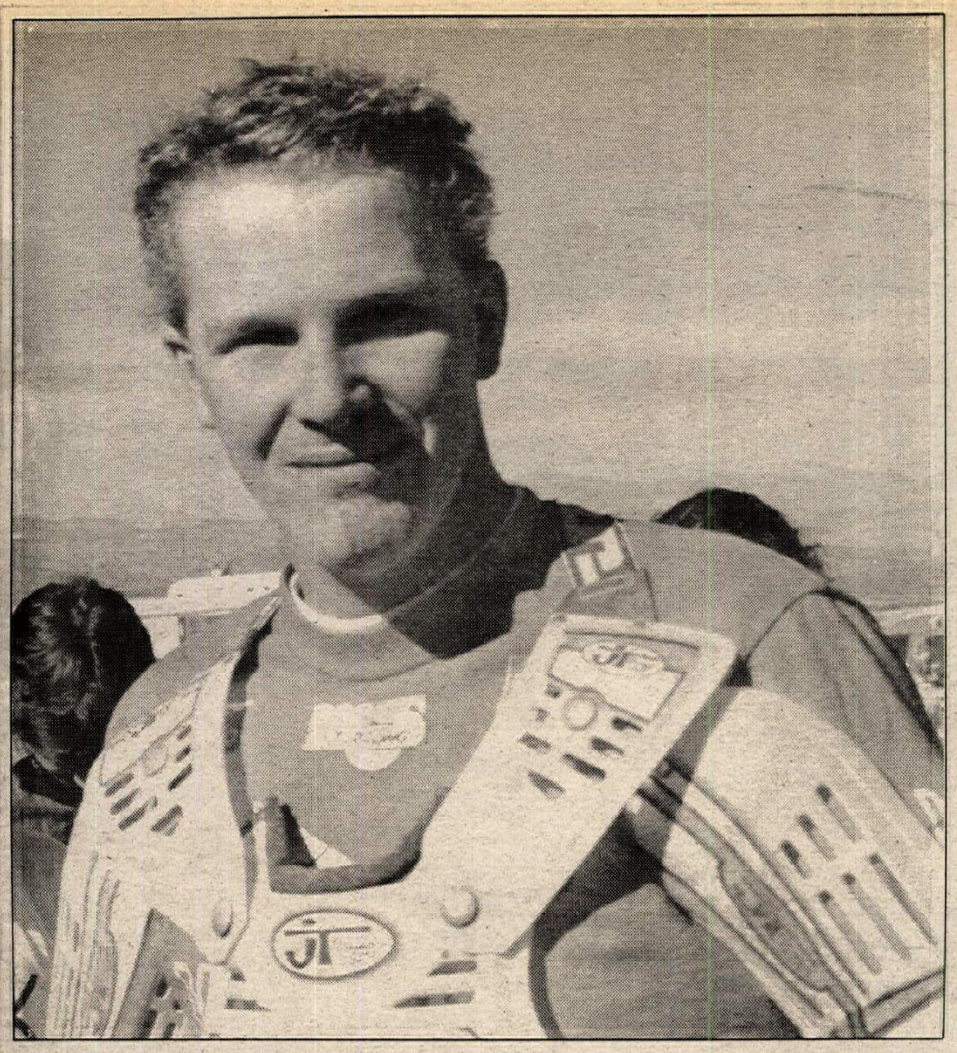
The event was marred by an apparent sabotage attempt which could have resulted in injury or death had it not been discovered by officials and removed before the start of the race. A double-row of railroad ties, reportedly spiked with nails, completely blocked a drainage culvert under Interstate 15 about six miles southeast of Baker — the course was designed to take competitors right through the dark, narrow tunnel. Nails also littered the course near the culvert.

The race also was marred by the death of John Robert Underhill, 46, of Sherman Oaks, California, who suffered multiple, internal injuries in a solo accident near Baker about 9:25 a.m. Underhill was airlifted by helicopter to Barstow Community Hospital, where he was pronounced dead at 10:25 a.m. The incident, which was not connected to the sabotage attempt, marked the first Barstow-to-Vegas fatality since 1972.

After 170 miles of hard-on-the-gas racing, Cartwright crossed the finish line in three hours, 28 minutes to take his first ever overall win in a desert race. His victory made it two wins in a row for 250cc bikes in what has always been considered a race tailor-made for open class machines.

"I finally won one overall. I've never done that before," Cartwright said. "And what a race to win! It feels great. I only just did it, though. Paul Krause gave me a good race the whole way. I thought I was just going to get second right up to the end, but all of a sudden I got the break I was looking for and got past. I think I'm pretty lucky to be up here."

A full contingent of 1200 racers were up before dawn, braving 30° temperatures and ice on the bike seats as they assembled in the starting area



Cartwright picked the 1987 Barstow-to-Vegas Hare and Hound to capture his very first overall desert win. He rode a Yamaha YZ250.

Honda CR250-mounted Grant Palenske (112) battled with Krause for the lead most of the race. Palenske eventually finished third overall.

20 miles east of Barstow. When the starting flag finally dropped, the 400-strong first wave hit the gas in an all-out drag race for the early lead.

As the roar of 400 engines broke the pre-race silence and the field disappeared in a huge cloud of dust, Team Husqvarna's Dan Smith was making his move. Smith's 510cc thumper led the way past the smoke bomb and out into the first part of the orange-ribboned course. Cartwright, Krause and Vet Expert Mike McDonald were hard on his heels.

As the racers went under Interstate 15 for the first time at Basin Road, Smith was still out in front and was working on stretching out a healthy lead. But something went wrong as the Husky ace led the way into pit one.

"I don't know exactly where I went wrong but I took the old course into the first gas and missed a whole new section they'd put in," said Smith, whose mistake became obvious when he thundered into the Rasor Road pit a full six minutes ahead of the rest of the field. "By the time I knew I'd taken the wrong course, I didn't have enough gas to go back, so I had to go on to the first pit and then go back to get the check I missed. It must've cost me about 20 minutes. I did a lot of catching up after that and was starting to do okay again, but I broke a chain about 10 miles from the finish and that put me back down again. But I still had a heck of a day and raced with some really neat guys."

Other early casualties included Team Honda's Dan Ashcraft who reportedly dropped out after a getoff just a few miles into the race, and Kawasaki pilot Randy Morales who put in a lopsided 25 miles after losing a foot peg just 10 miles into the race.

With Smith retracing his steps in search of the missed check, the lead went to Cartwright, who stretched out a 42-second margin over Krause by the time the racers shot through the Zzyzx Road freeway underpass. But the YZ250 pilot's winning run bit the dust less than five miles further on.

"I center-punched a big rock not long after the first pit and went flying sideways through the air," Cartwright said. "I was just getting up when Paul (Krause) went by. My bike went down hard and bent the bars pretty badly, so I had to ride the rest of the race with everything pushed over to one side."

Cartwright was back in the saddle in seconds and set off in hot pursuit of Krause. Hard on his heels, in third overall, was Honda-mounted Palenske. Open Vet Mike McDonald, aboard a Kawasaki, was putting in the ride of his life in fourth overall; at Zzyzx Road, McDonald was just over one and a half minutes behind the race leader.

As the racers started to spread out at the end of the first hour of racing, fifth overall was in the hands of Team Honda's Bruce Ogilvie, with YZ250 pilot Mike Baker trying to better last year's second place finish from sixth overall. Suzuki rider Chuck Miller was pushing hard in seventh, less than half a minute in front of Ted Hunnicutt's 250 Kawasaki. Derrick Paiement and Tom Willis rounded out the top 10, while Eddie Arnet screamed through at the head of the 125cc field in 11th overall.

Out in front of the field, Team Green's newest recruit was still going strong. Pouring on the throttle despite the pain of torn ankle ligaments, Krause led the field through to the second gas at Halloran Springs, determined to take the win in his first ride as a Kawasaki factory pilot.

"I was pushing really hard but I wasn't having a good ride at all," said the KX500 pilot. "I wasn't hanging on or riding good. I was all over the place. I just couldn't get it together. Darren was riding really well and he was right behind me the whole way. The only thing that saved me was that it was fast and dusty. With a bigger bike I could stretch it out in the fast stuff, but he'd catch me every time in the tight stuff."

Cartwright was just 30 seconds behind Krause as they cleared the Halloran Springs pit. When Palenske, Ogilvie, McDonald, Baker and Miller all cleared the Halloran Springs check within four minutes of the leader, it was apparent the race was shaping up as one of the closest B-to-V events ever.

Paiement was the next rider through in eighth overall, clearing the check with Kawasaki's Larry Roeseler and KTM pilot Tom Willis all over his rear fender. Arnet was continuing his domination of the 125 class a few seconds back in 11th overall. Hunnicutt and Baker were still high in the running and last year's B-to-V champ, Cliff Thomas, was fighting it out for 14th overall with AMA/District 38, 250cc hotshot Mark Vanscourt, who was riding a Honda.

Krause was still going strong as the course crossed Cima Road and headed into the tight, rocky terrain of the Clark Mountains. He tackled the tricky uphills like a surefooted mountain goat, pouring on the pressure in an effort to shake off the tenacious Cartwright.

As the first trail of dust appeared out of the hills above Stateline and began the sprint across the valley to pit three at Whiskey Pete's Casino, Krause still held the number one spot, but Cartwright was just 30 seconds behind. Krause wasted no time as he headed into the final section of the race that headed toward the finish line near Sloan, Nevada.

"I'd led all the way since about Baker, but I knew I was in trouble going into the last section," Krause said. "I still wasn't riding well and my foot was bothering me by that stage. When there were rocks around I'd cringe. I just knew I was going to hit my foot on something and kill it completely. I knew there was a lot of tight, rocky stuff coming up and I just hoped I could make it."

Ogilvie had elbowed his way past Palenske to claim third overall as the racers cleared the Whiskey Pete's pit and was hard on the gas as the course hit the wide-open, pole-line road that paralleled Interstate 15 for six miles. Ogilvie's last-minute dash had the big Honda thumper all wound out and he was making up ground on Cartwright.

"I got right up behind Cartwright about half way through the final section and was within striking distance of Krause and then I basically gave the race away," said Ogilvie. "I got a bunch of bailing wire wrapped up in my front brake right off the start and sometimes I'd have a brake and other times I wouldn't. I was on a road right behind Cartwright when we got to a corner. I grabbed the brake and nothing happened. I went over a ledge and down into a big ditch."

A battered and bloody Ogilvie emerged from the ditch with his Honda intact and was soon back in the race, but with just 10 miles to go, his chances of taking the win were over. Palenske's Honda CR250 had reclaimed third and McDonald's flying Kawasaki had moved through to capture fourth overall.

The final section of the grueling 170-mile race also spelled disaster for hard-charging KTM jockey Tom Willis. Willis was reportedly tapped out on the pole-line road leading out of Stateline and was unable to slow down enough to make the 90° turn that led under Interstate 15 at the end of the wide-open dirt road. Willis reportedly overshot the corner and plowed through a barbed wire fence, suffering numerous cuts and a fracture in his back.

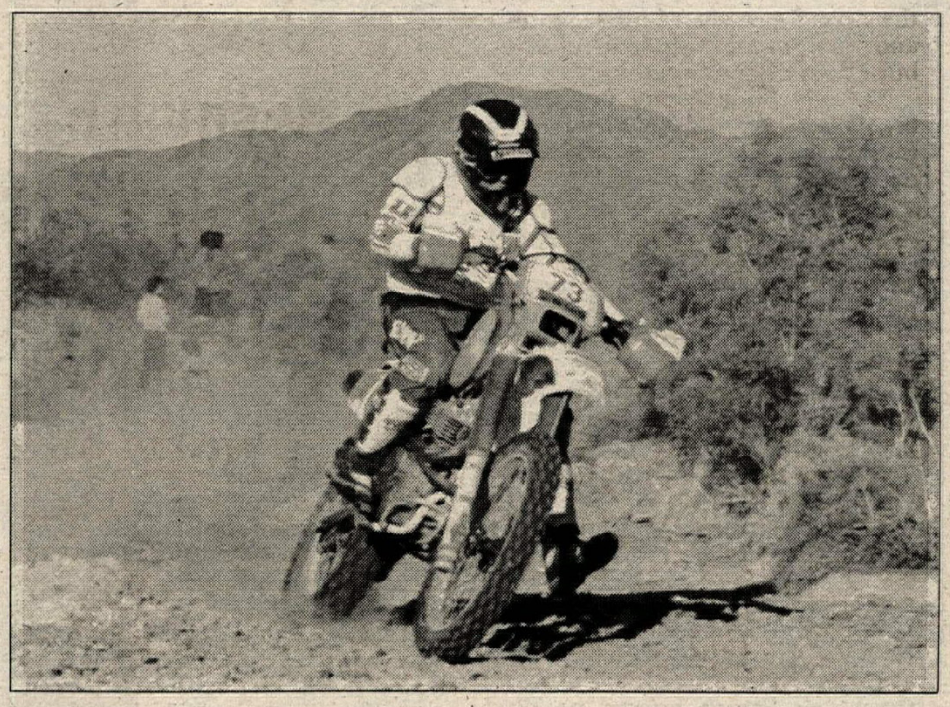
With the finish line approching, the race-long battle between Krause and Cartwright was heating up.

"I'd been behind Paul all the way

Suzuki-mounted Chuck Miller idles through a check point on his way to an 11th overall finish. Miller captured seventh in the 250cc class.

Mike Baker (2), who finished second overall in last year's B-to-V, and Mark Vanscourt (117) finished inches apart for eighth and ninth overall.

Desert hotshoe Don Griewe was running near the front of the pack before the needle clip in his Husky's carburetor popped off.



Bruce Ogilvie was running third overall after crossing into Nevada but crashed after getting wire wrapped up in his front wheel.

and I thought I was going to end up second," Cartwright said. "But then I started catching him right at the end. The course got rougher and I think maybe Paul was getting tired. I caught him just a quarter mile from the finish."

The two racers were neck-in-neck as they turned the final corner leading to the finish line. With its rear wheel scrambling for traction on the rocky road, Cartwright's YZ250 edged past Krause to grab the number one position with just 100 yards to go and streaked across the finish line just two bike lengths ahead of the Open class Kawasaki that had led almost all the way.

Cartwright's 250cc victory headed an unprecedented 250cc finishing lineup that saw quarter-liter bikes take 10 of the top 14 placings.

"It was a close finish, that's for sure - Paul sure gave me a good race," said a dusty but obviously elated Cartwright, who thanked Montclair Yamaha, Malcolm Smith, F&L Racing Fuel and Austin Racing. "It sure feels good to win this one. It's my first time ever at the B-to-V, unless you count the time I rode it in 1974 when I was 13. It's a good race. It's really fast but it had some challenging terrain too."

"Darren had a great ride," said second-placed Krause. "He was right there all the way and was just too strong at the end. This is my best finish at the B-to-V, but I'm really bummed. The bike ran great; I was really happy with it. I'm looking forward to riding with Kawasaki all year." Krause thanked Kawasaki, Hallman, Shoei, Smith, Ascerbis, Spectro and Metzler.

Krause's nearest competition in the Open Expert division came from Husqvarna rider Matt Schweitzer, who finished a distant 17th overall.

Palenske's CR250 was still going strong in the final stages of the race and crossed the finish line just behind Krause to claim third overall.

"They graded a few of the whooped-out sections of the course so it was a bit faster than other years, but it was a fun course," said the Laguna Beach, California, racer, who thanked American Honda, HRA, Showa, Metzler, O'Neal, RK Chains, Shoei, Ascerbis and CSR Racing. "My biggest problem was with my vision. I just got new contacts and I couldn't see a thing in the last section."

Vet Expert Mike McDonald kept his blistering, early pace going right up to the checkered flag to steal fourth overall, narrowly edging out fellow Vet Expert Ogilvie.

"That was a pretty fun course," said McDonald, who is backed by Team Green/Kawasaki of Riverside, Answer, Works Performance, DRS and Viewfinders M.C.. "I got lost a couple of times and my rear brake went out about halfway through, but it was fun dicing with everyone the whole way. It feels good to beat Ogilvie too, that's for sure."

This is the same bike Dan (Ashcraft) and I won the (SCORE Baja) 1000 on," said Ogilvie, whose off-the-trail excursion late in the race forced him to settle for fifth in the final standings. "I just washed the mud off and brought it out." Ogilvie thanked American Honda, Hondaline Apparel, K&N and Ray Plumb for building his bike's motor.

KX250 pilot Larry Roeseler finished hard on Ogilvie's heels to claim sixth overall.

"This was a typical B-to-V for me," said Roeseler. "I've never done good in this race. It's so dusty and there are so many riders that the start is critical in this race, and I was back about 15th at the bomb. I kept passing guys but it's pretty tough in all the dust and this is as far up as I managed to get."

Roeseler was followed in by a trio of 250s piloted by Hunnicutt (Kawasaki), Baker (Yamaha), and Vanscourt (Honda).

"I went into this with a bad knee and I twisted it again today," said Hunnicutt. "I really have to say thank you to Kawasaki and CTI for getting me a knee brace for this race. I don't think I could've ridden without it. I got sick during the race, too. I don't think this morning's oatmeal settled down too well. A whole lot of people got by me then. They just freight-trained me, but I got most of them back again. I guess I had a pretty good day, all in all."

Baker said his ride ran into difficulties after the second pit.

"I got water in my gas at pit two and went from fifth back to about 15th," Baker said. "I had to stop and empty all the gas out and then watch everyone go by until I got some more - that made me pretty mad!"

"It was exceptionally fast," Vanscourt said, "but it was really close the whole way. We had a lot of fun battling it out."

Following Vanscourt in at the finish was Arnet, who completed his wire-to-wire win in the 125cc Expert division a high 10th overall. Arnet brought his CR125 home a full six places ahead of his nearest 125cc competition, which came from Yamaha pilot John Braasch.

"This is my second 16th overall in a row at this event - is that some kind of record?" asked Braasch, who reported a trouble-free ride. "I had a few interesting moments just after

Derrick Paiement finished 19th overall for third Open Expert.

the second gas when I missed a turn and ran right through a pack of cows, but I didn't fall or anything."

Yamaha pilot Kenny Parry celebrated his recent 30th birthday by taking the win in the Vet 250cc division (14th overall).

"The organizers did a great job," Parry said. "It was a little on the fast side but it was marked pretty well. I had some great races with people out there today."

The first Senior division rider to cross the finish line was Steve Thompson, who took the 250cc class win in 52nd overall.

"This is a big win for me. It's my fourth B-to-V and the best I ever did before was a third in class," the CR250 pilot said. "I thought the course was too fast. When I have to go over 40 mph, or finish before noon, the course is too fast for me."

The Senior Open win went to Dick Myers, who finished 55th overall on a Honda. Husky pilot Jim Main took the Super Senior honors in 72nd overall, and Mercedes Gonzalez overalled the Women's division in 117th overall.

Kawasaki rider Ken Rieger continued his recent domination of the Amateur class with an overall class victory in 68th overall, with Open Amateur rival Abe Baumann, riding an M-Star, coming in hard on his heels to claim second in class. George Pennington overalled the Amateur 250 division (81st overall), and Yamaha pilot Kelley Pate took the 125 Amateur honors (137th overall).•

Results

O/A: 1. Darren Cartwright (Yam); 2. Paul Krause (Kaw); 3. Grant Palenske (Hon); 4. Mike McDonald (Kaw); 5. Bruce Ogilvie (Hon); 6. Larry Roeseler (Kaw); 7. Ted Hunnicutt, Jr. (Kaw); 8. Mike Baker (Yam); 9. Mark Vanscourt (Hon); 10. Eddie Arnet (Hon); 11. Chuck Miller (Suz); 12. Cliff Thomas (Yam); 13. Charlie Morris, Jr. (Suz); 14. Kenny Parry (Yam); 15. Bob Rutten (Hon); 16. John Braasch, Jr. (Yam); 17. Matt Schweitzer (Hus); 18. Scott Stearns (Suz); 19. Derrick Paiement (Yam); 20. Ron Lawson (Suz).

OPEN EX: 1. Paul Krause (Kaw); 2. Matt Schweitzer (Hus); 3. Derrick Paiement (Yam).

250 EX: 1. Darren Cartwright (Yam); 2. Grant Palenske (Hon); 3. Larry Roeseler (Kaw).

125 EX: 1. Eddie Arnet (Hon); 2. John Braasch, Jr. (Yam); 3. Edd Price (Hon).

VET OPEN EX: 1. Mike McDonald (Kaw); 2. Bruce Ogilvie (Hon); 3. Bob Rutten (Hon).

VET 250 EX: 1. Kenny Parry (Yam); 2. Jim Eveland (Yam); 3. Greg Winters (Hon).

SR OPEN EX: 1. Dick Myers (Hon); 2. Ron Paproski (KTM); 3. Gary Vanderpool (Hus).

SR 250 EX: 1. Steve Thompson (Hon); 2. David Kersting (Kaw); 3. Dennis Tooman (Yam).

S/SR: 1. Jim Main (Hus); 2. Red Austin (Yam); 3. Gus Paull (Hus).

WMN: 1. Mercedes Gonzalez (Kaw); 2. Vicki Scott (Kaw); 3. Diane Holeman (Hus).

OPEN AM: 1. Ken Rieger (Kaw); 2. Abe Baumann (M-S); 3. Bruce Lerud (Hon).

250 AM: 1. George Pennington (Yam); 2. Paul Stephens (Yam); 3. David Sharp (Hon).

125 AM: 1. Kelley Pate (Yam).

VET OPEN AM: 1. Gary Scheidler (Yam); 2. Jack Roten (ATK); 3. Barry Robertson (Yam).

VET 250 AM: 1. Jeff Jackson (Hon); 2. Steven Mitchell (Yam); 3. James DeGaine (Kaw).

OPEN NOV: 1. Tom Hodgin (Hon).

250 NOV: 1. Reese Hewett (Hon).

125 NOV: 1. Keith Meter (Yam).

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Wind

(Continued from page 2)

facture items such as DeHandlers, DeBruzer and split lever perches at 7045 Darby, Reseda, CA 91335, 818/705-6520.

MOVED: Redline Video, producers of videotapes of Willow Springs (California) road races, to 5152 St. Malo Ave., Covina, CA 91722, 818/339-0460.

CORRECTION: The D&D Performance Exhaust ad in last week's newspaper stated that Greg Tysor won the AMA/CCS Middleweight Supersports title. Thomas Stevens is the Middleweight Supersports champ; Tysor is the Heavyweight Supersports champ.

The Mikuni American Corporation has donated 20 VM-32 carburetors to Daytona Beach, Florida-based American Motorcycle Institute. The carburetors are to be used for training in areas of disassembly, passageway tracing and reaassembly by students in the AMI carb lab.

The Supercross, Inc.(SXI)/Mickey Thompson Entertainment Group (MTEG) legal hearing in Anaheim, California, has been moved from December 14 to December 23. According to SXI's Mike Goodwin, representatives of MTEG failed to show for deposition. The hearing is being held to determine if Goodwin/Thompson are obligated to honor a non-competition contract they signed several years ago.

Broc Glover (Yam) scored a pair of victories in the 125 and 250cc Pro classes at the CMC Night MX Nationals held at Ascot Park in Gardena, California, on November 28. Chris Young (Yam) finished

(Continued to page 29)

Motorcyclists in U.S. and Canada unite for fundraiser

NEWPORT BEACH, CA, NOV. 23 Motorcyclists in the United States and Canada will unite next summer to fight blindness in the single largest fund-raising event ever attempted by motorcyclists.

The Ride For Sight will be a high-visibility rally held simultaneously on June 11 and 12 in many locations in both countries to raise funds for research into the cause, prevention and treatment or retinitis pigmentosa (RP).

Projections based on experience in Canada, where the Ride was started in 1979 by a motorcyclist whose girl friend suffered from RP, indicate that the National Ride for Sight in the U.S. may eventually raise $5 million annually.

More than 7000 motorcyclists took part in the Ride in Canada this year. The first National Ride in the U.S. next year may have as many as 50,000 riders.

As the official charity of motorcyclists in all of North America, Ride For Sight will enhance the image of motorcycling while aiding the four-million people affected with RP worldwide.

Coordinated locally through volunteer centers, the Ride will be overseen at the state level throughout the U.S.

Each participant will be given a donor book and will be responsible for collecting funds for his or her Ride. At reporting Ride locations, activities such as parades, poker

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runs, field events and BBQs will take place. Prizes will be given to the top fund-raisers.

Celebrities who ride motorcycles will be used to generate awareness for the event. A television special to tally the final dollar figures from each location is being considered.

Retinitis pigmentosa is a group of baffling hereditary diseases that affects the retina and can eventually lead to blindness. It strikes all age groups, but is most commonly diagnosed in children and young adults. The retina slowly deteriorates and loses the ability to transmit pictures to the brain. Two early symptoms of RP are night blindness and tunnel vision. Currently, there is no treatment and no cure.

The National Ride for Sight is being coordinated and promoted by Great American Media, Inc. on behalf of the RP Foundation Fighting Blindness. For more information call 714/675-0132. •

Honda announces $440,600 CR Support Contingency Program

GARDENA, CA, NOV. 30

A total of $440,600 in awards has been posted for 1988 individual events nationwide in Team Honda's CR Support Contingency Program. In all, 48 new events have been added in order to place a greater emphasis on regional motocross series.

Gift certificates for genuine Honda parts, Hondaline accessories and Pro-Honda Oil and Chemicals, redeemable at participating Honda dealers, will be issued to the top three amateur finishers competing on 1988 Honda CR80, 125, 250 and 500R motocrossers in the events listed below. Certificates will be issued upon receipt of completed Dash for Cash application forms (available from CR Support Dealers or Team Honda).

As before, there will be one payout per race event, per rider, for amateur events. This enables Honda to spread the contingency awards among a great number of competitors. For example: If a rider places in the top three in two classes, his or her best placing in a single class qualifies for a contingency award.

Honda CR Support Contingency Program awards for the events listed below are $100 Gift Certificate for first place, $75 Gift Certificate for second place, $50 Gift Certificate for third place. The AMA Amateur/Youth National MX Championship awards are $500 Gift Certificate for first place, $300 for second place, $200 for third place.

Honda Support Contingency Program awards have been posted for the following 1988 amateur events:

CMC Golden State Series, CMC U.S. Amateur National Championship, CMC California Summer Series, CMC Pac-West Series, AMA Amateur/Youth Qualifying Series, GNC Series Final, GNC Texas Supercross Series Final, GNC Good Times National, SRAC Colorado State Championships (double points events only), Arizona State Championships, MMDA Silverdome Series & Final, AMA Florida Winter Series, AMA FLorida Winter National Olympics, Honda Florida Winter Series, AMA Florida Winter National Olympics, Honda Big Bucks Shoot-out, New Jersey State Championship, Kawasaki Race of Champions, AMA Mt. Morris National (amateur day only), AMA Binghamton National (amateur day only), Indoor MX Championships — Harrisburg, PA, NESC Championship Motocross Series (five events to be announced), AMA Virginia State Amateur Supercross Series. •

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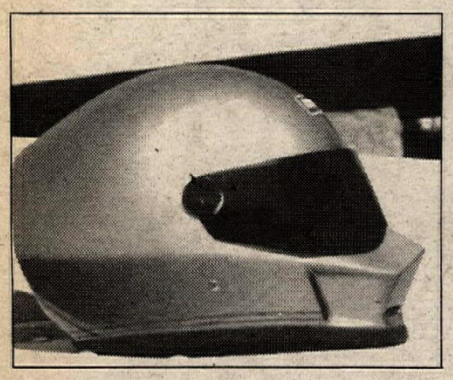
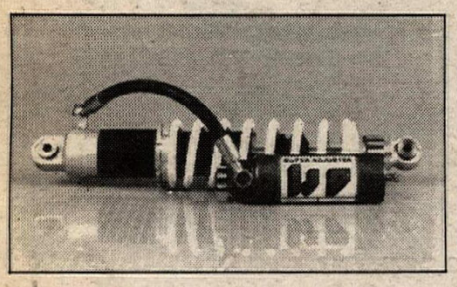
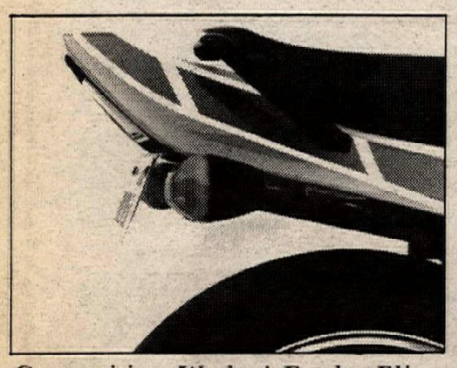


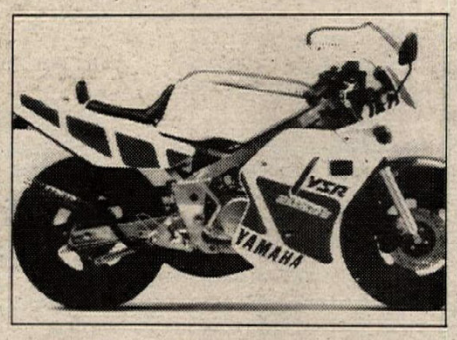
Monarch Helmet's new AeroHawk model is designed to give maximum protection with decreased air drag and wind buffeting. Monarch claims that the helmet cuts through the air with virtually no shaking, buffeting and reduced wind noises. Built of hand-laminated, aerospace-grade fiberglass cloth the AeroHawk is DOT/PLUS rated. Extra heavy-duty closure straps and D-rings and an extra-thick polystyrene inner liner provide additional safety. Suggested retail price is $179.95. For more information contact Monarch Helmets, Dept. CN, 3648 Main St., P.O. Box 3605, Chula Vista, CA 92011, 800/854-2096 (USA), 800/833-5566 (CA).



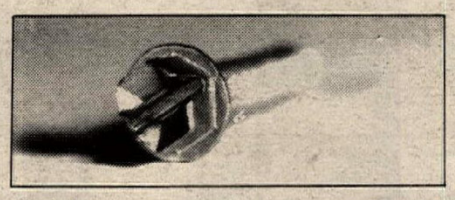
White Brothers is the main U.S. distributor for White Power Suspension products and now offers the Super Adjuster Shock for most single-shock sport bike applications. Damping and spring rates are chosen to fit each particular riding application and each shock is sold with the White Brothers' 60-day Set Up Guarantee. The White Power Super Adjuster shock retails for $459.50 and is available from White Brothers, Dept. CN, 11750 Seaboard Circle, Stanton, CA 90680, 714/895-1991.



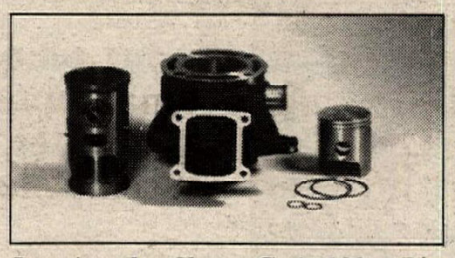
Competition Werkes' Fender Eliminator Kits are available for all late-model Japanese sport bikes and allow you to remove the rear plastic fender yet retain all lights, signals and license plate. The kits are made of brushed stainless steel and require no cutting or drilling and come with all hardware and instructions. Prices range from $39.95 to $59.95. For more information contact Competition Werkes, Dept. CN, 7021 E. Alondra Blvd. #7, Paramount, CA 90723, 213/602-1319.



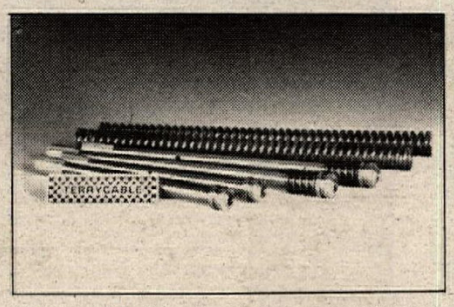
Kerker Exhaust Systems have teamed up with Toomey Racing to offer the Kerker by Toomey Yamaha YSR50 Performance Kit, consisting of a lightweight header flowing into a sleek anodized aluminum silencer, high flow airbox ventilation kit, jetting kit and alternate front sprocket. Available through any Kerker dealer for a suggested retail price of $204.50. For more information contact Kerker, Dept. 4294, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.



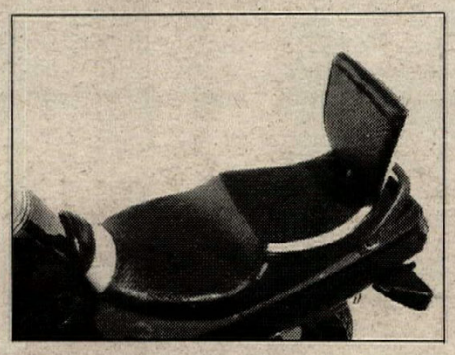
Goldmax snow and ice studs are available in five different sizes ranging from 7/16 to 1 1/2 inches and come in packages of 250 or 1000. Prices for packages of 250 range from $9.95 to $17.00, and the 1000 packs range from $34.00 to $60.00, depending on size. For more information contact Kustom Kraft Performance Specialties, Dept. CN, 886 Bluffcity Blvd., Elgin, IL 60120, 312/697-4343.



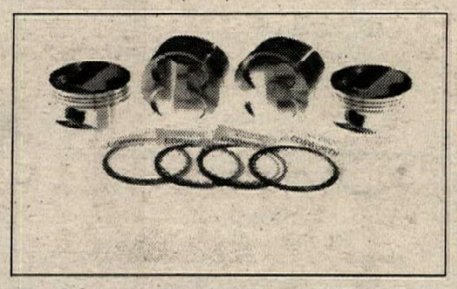
Los Angeles Sleeve Co.'s 100cc Big Bore kit for the Kawasaki KX80 features a special big-bore sleeve, forged piston and head gasket. Cylinder head modification is necessary. With complete installation and head modification the kit sells for $265.00. For more information contact Los Angeles Sleeve Co., Dept. CN, 8311 Chetle Ave., Santa Fe Springs, CA 90670, 213/945-7578.



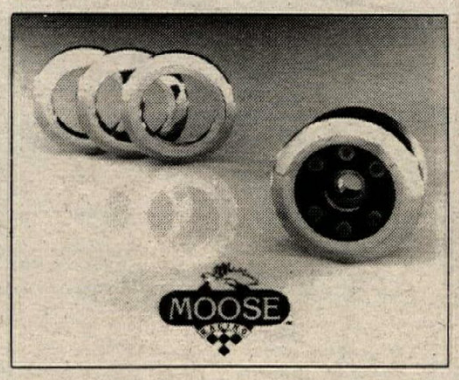
Terrycable Products Terry Fork Kits are designed to increase the travel of stock forks to the maximum reliable travel the forks will allow. Terrycable also claims that damping is also improved with the redesigned valving in Terry damping rods which are featured in each kit, and some kits also come with different rate fork springs. Available for all off-road bikes, as well as Ceriani and Betor forks, at prices ranging from $68.40 to $99.95. For more information contact Terrycable Racing Products, Dept. CN, 17376 Eucalyptus St., Hesperia, CA 92345, 800/854-4691 (USA) or 619/244-9351 (CA).



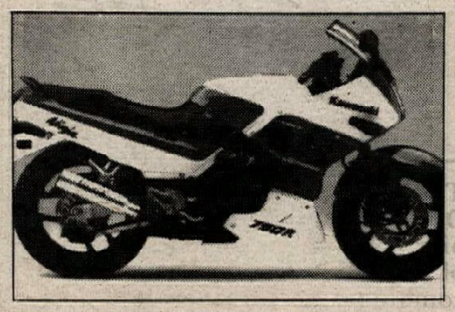
The Rumble Seat for the Honda Hurricane 1000 from Corbin instantly converts from a sport solo seat into a dual sport touring saddle with a passenger backrest simply by removing the hold down knob and opening the backrest. The seat comes matched to the two color combinations found on the Honda and sells for $289.00. For more information contact Corbin, Dept. CN, 123-C Lee Rd. Box 1562, Watsonville, CA 95077-1562, 800/538-7035 (USA) or 800/662-6296 (CA).



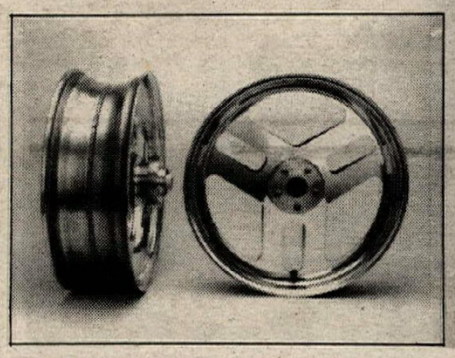
Yoshimura Research and Development of America's forged pistons for the Suzuki GSXR 1100 are manufactured by Cosworth from RR 58 aluminum alloy to Yoshimura specs. The pins are made from EN 39 steel and are taper-drilled for strength. Piston displacement is 1105cc with a 12:1 compression ratio. Rings, pins and gaskets are included in the $650.00 retail price. For more information contact Yoshimura, Dept. CN, 4555 Carter Court, Chino, CA 91710, 714/628-4722 or 627-9249.



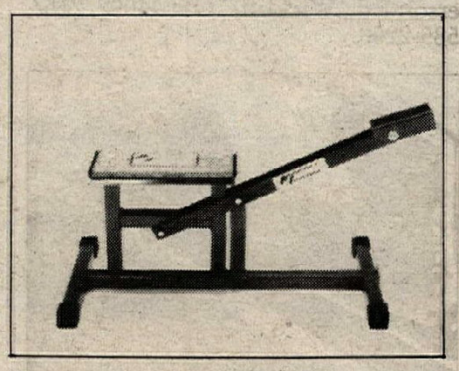
Moose Racing's heavyweight flywheel modification for 1986-88 Honda CR250s and 500s is designed to enhance the powerband for enduro or off-road racing. Moose Racing machines your stock flywheel and fits a precision-machined 3/4 lb. weight. No modifications to the crank or side cover are required, and Moose Racing guarantees a three-day turnaround time. Cost on the modification is $89.95. For more information contact Peter Denison, Moose Racing, Dept. CN, 6235 Santa Fe Dr., Littleton, CO 80120, 303/794-6367.



Kerker claims that the K-Series 4 into 1 exhaust for the Kawasaki Ninja 750 is half the weight of the stock pipe and with a full competition baffle will take top-end performance 3-5% above stock without sacrificing any power in the low or mid-range. With the Comp 3X baffle Kerker claims that although top-end performance is slightly reduced, the street rider will find 6-8% more power in the mid-range. The system maintains oil filter and drain plug access without sacrificing ground clearance, but the centerstand must be removed. Available now through your local dealer for $250.60. For more information contact Kerker, Dept. CN, Dept. 2258, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.



Mitchell spun aluminum wheels are now available in 17 inch sizes for road racing radial tires. Prices on front wheels start at $409.50 while rear sizes start at $551.00. For other sizes and applications contact Performance Machine, Inc., Dept. CN, 15520 Illinois Ave, P.O. Box 927, Paramount, CA 90723, 213/634-6532.



Progressive Suspension's Foot-Lift utilizes leverage to lift a dirt bike completely off the ground for maintenance or repairs with a minimum of effort. The lever automatically latches, and a step on the lever releases it. Available for $89.95 from your local dealer, or contact Progressive Suspension, Inc., Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4012.

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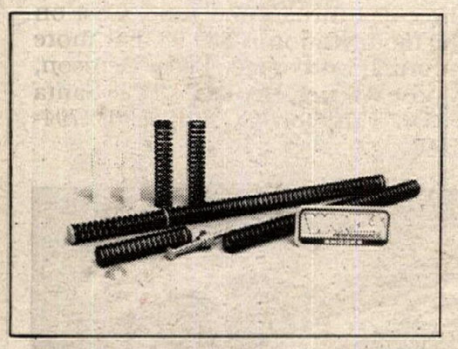
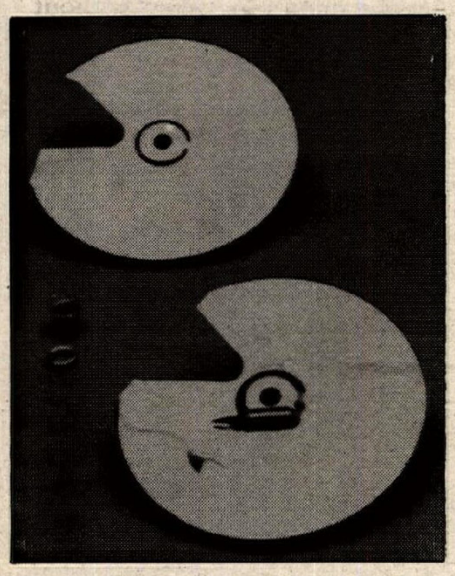
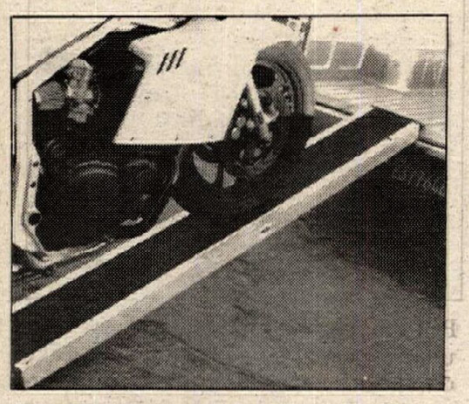


The Works Performance Deluxe Dual-Rate Fork Spring Kit for street bike applications includes a choice of two different dual-rate spring combinations for increased fork tuneability. The kit includes the exclusive "Cross Over Adjuster" which allows you to adjust the springs' crossover point from soft to firm as the the springs compress to compensate for increased loads. Available for 34-35mm, 36mm and 39-40mm diameter forks for a suggested retail price of $79.95. For more information contact Works Performance, Dept. CN, 8730 Shirley Ave., Northridge, CA 91324, 818/701-1010.



Custom Cycle Accessories can help you dress up your Harley with their show-chromed Rotor Covers for the 1987 FLHT and FLT. They are also available for earlier FLHT and FLT models at a suggested retail price of $59.35. For more information contact Custom Cycle Accessories, Mfg. & Dist. Inc., Dept. CN, 29110 Anderson Rd., Wickliffe, OH 44092, 216/585-2200.



The Easy Ramp from Maxi-Products is six-feet-four-inches long and 10 inches wide, and is available with or without rails and in wide or extra wide widths. Available for $99.95 from Maxi-Products, Inc., Dept. CN, 4989 Holt Blvd., Montclair, CA 91763, 714/626-5206.

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Pres. Cycle News Inc.

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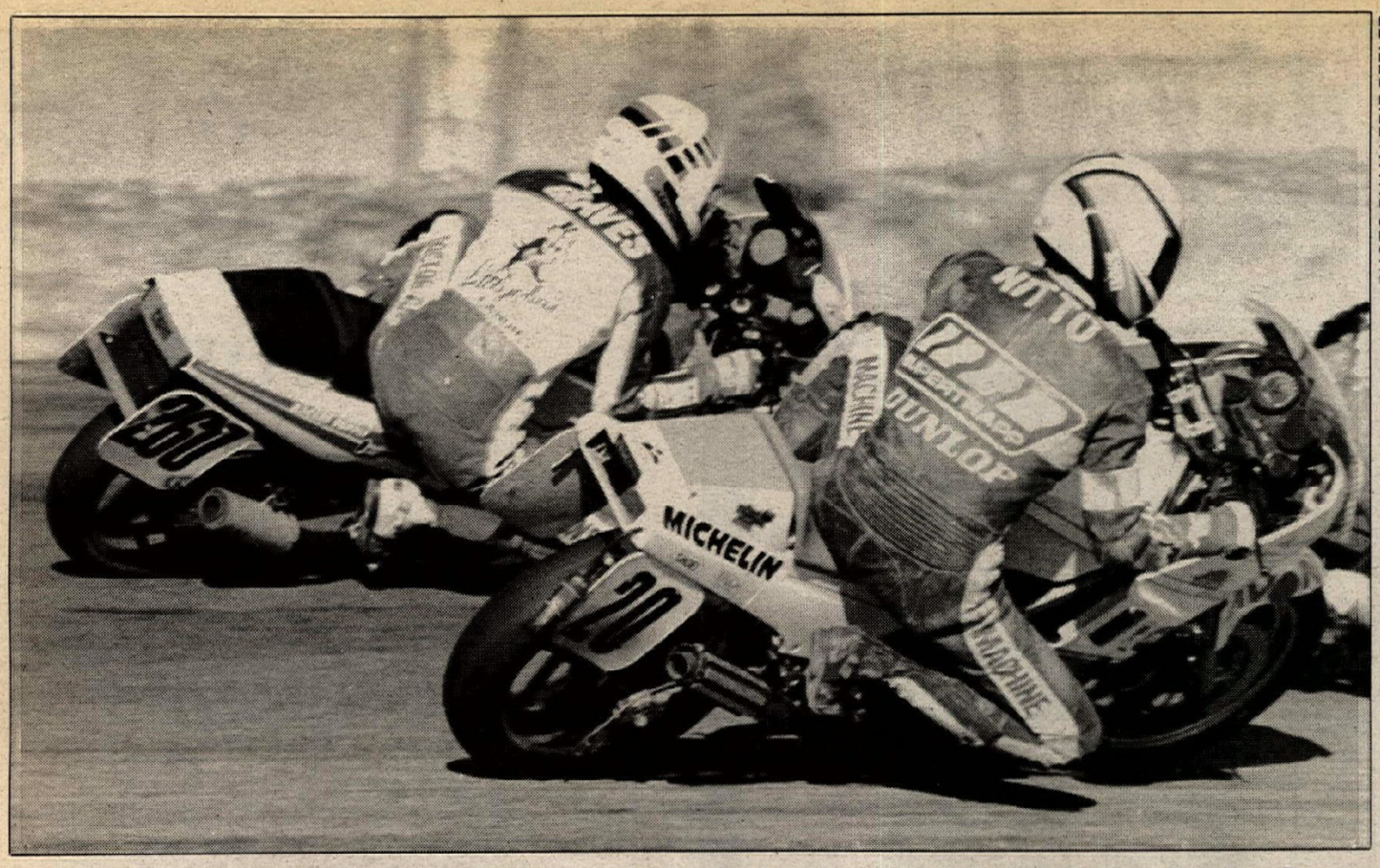

PHOTO BY VALERIE PEELER

Walter Nitto (20) and Chuck Graves (260) battle in the 600cc Superstreet class at Willow Springs. Graves passed Nitto near the finish for the win.

Deveau, Nitto, Stern go for Championship at Willow Springs RR

By Valerie Peeler

ROSAMOND, CA, NOV. 15

Three riders entered the final AFM competition at Willow Springs Raceway with a realistic chance of becoming the 1987 AFM points champion though none of the positions are official or announced until at least two weeks after the season's close. Jeff Stern led David Deveau and Walter Nitto with 454, 449 and 446 points respectively.

In the Formula One race Stern brought his Suzuki in right behind Ducati-mounted Duane Summers. In the 750cc Superstreet race he again finished directly behind Summers, with Chuck Graves and his Suzuki placing ahead of both of them. Though Stern's finishes for the day were nearly as good as Nitto's, both classes were smaller than the 600cc classes, earning Stern less points toward the number one plate.

The most competitive racing of the day was seen in the 600cc Modified Production class where Deveau and Nitto both went to work. Deveau took the initial lead of the 28-rider field, with Nitto trailing closely behind. Halfway into the first lap, Deveau was still in front, pursued by John Fryer, Mike Graves, Joseph Williams, Kent Kunitsugu, Nitto, Eric Elvin and Tom Aquino. Two laps later Elvin had lost some ground and the seven remaining front-runners then pulled away from the rest of the field by over five seconds. Going into the sixth lap Kunitsugu moved up on Deveau to attempt a pass in turn one, and the leader's Hurricane slid out from under him, ending his chances of accumulating points in that class. Deveau's mishap left Kunitsugu, Nitto and Fryer in the top three, the same positions they held at the finish line.

Since riders only receive points toward the overall championship from their best event of the day, Deveau's chances of earning the number one plate were not completely gone. He lined up with the others for the 600cc Superstreet race but was pulled out on the first lap by AFM officials because he had failed to go through tech inspection after his crash.

Aquino took the lead right from the start of this race, but was unable to hold it. By the end of the first lap the top positions were Graves, Nitto, Aquino, Williams and Fryer. Throughout most of the race Graves maintained a one- to two-second lead over Nitto as the two pulled away from the rest of the pack. Nitto passed Graves exiting turn one on the last lap and maintained this position through the last turn. Graves rallied for a final charge, got the best drive out of the final turn of the race and drafted past Nitto to win.

In the Dunlop 250 final Donny Greene took the initial lead but halfway through the first lap it was Danny Coe running in front. Greene held second over Andy Leisner and Kevin Clark.

Coe's lead was short-lived and Green regained the front position before reaching the start/finish line for the first time. For the rest of the race Coe and Leisner remained in second and third as Greene stretched his lead to the finish.

Results

600 MOD PROD: 1. Kent Kunitsugu (Hon); 2. Walter Nitto (Hon); 3. John Fryer (Yam).
450 MOD PROD: 1. Jeff McCabe (Yam); 2. David Roberts (Yam); 3. Joe Solis (Kaw).
OPEN GP: 1. Chuck Magnusson (Suz); 2. Barry McAtur (Yam); 3. Kirk Hill (Suz).
F-1: 1. David Summers (Duc); 2. Jeff Stern (Suz); 3. Ken Davis (Yam).
F-2: 1. David Murray (Yam); 2. James Henderson (Yam); 3. Kazu Yoneda (Yam).
450 STK PROD: 1. David Roberts (Yam); 2. Randy Borg (Yam); 3. Andre Fuehr (Yam).
250 MOD PROD: 1. Ben Williams (Kaw); 2. Wes Malatino (Kaw); 3. Richard Moore (Kaw).
F-4: 1. Robert Dyer (Yam); 2. James Doll (Hon); 3. Jim Tracey (Yam).
OPEN S/ST: 1. Chuck Magnusson (Suz); 2. Kirk Hill (Suz); 3. Antonio Atwater (Suz).
750 S/ST: 1. Chuck Graves (Suz); 2. Duane Summers (Duc); 3. Jeff Stern (Suz).
SDCAR: 1. Peter Essaff/Dennis Cruger (Kaw); 2. Phil Wilson/Cliff Tolley (Kaw); 3. Michael Herren/Eric James Iseman (Yam).
750 STK PROD: 1. James Domay Jr. (Suz); 2. Chuck Graves (Suz); 3. Dale Kieffer (Suz).
OPEN STK PROD: 1. Barry McAtur.
600 S/ST: 1. Michael Graves (Hon); 2. Walter Nitto (Kaw); 3. John Fryer (Yam).
750 TW: 1. Duane Summers (Duc); 2. Gordon Seim (Duc); 3. Randolph Decker (Yam).
OVER 40: 1. Denny Doherty (Yam); 2. Raymond Adams (Suz); 3. Randy Redmond (Suz).
OPEN TW: 1. Fred Eiker (Duc); 2. Lloyd Johnson (Duc); 3. Hugh Vanderford (Yam).
DUNLOP 250: 1. Don Greene (Hon); 2. Daniel Coe (Rtx); 3. Andrew Leisner (Hon).
450 S/ST: 1. Vance Specht (Yam); 2. Mark Schubert (Yam); 3. Jeff Wells (Yam).
F-SGL: 1. Denny Doherty (Rtx); 2. Nick Ienatsch (Yam); 3. Eron Flory (Hon).
250 S/ST: 1. Joe Solis (Kaw); 2. Ben Williams (Kaw); 3. Michele Roy (Kaw).
600 STK PROD: 1. Michael Graves (Hon); 2. Kent Kunitsugu (Hon); 3. Tom Aquino (Hon).
750 MOD PROD: 1. Tommy Lynch Jr. (Suz); 2. Dale Kieffer (Suz); 3. Chuck Graves (Suz).
OPEN MOD PROD: 1. Chuck Magnusson (Suz); 2. Barry McAtur (Yam).

Beyer takes two at Salem Arenacross

By Clay Light

SALEM, OR, NOV. 21

Gary Beyer, riding for American Tire and Kawasaki of Salem, totally demolished two Professional classes at the second of two consecutive nights of arenacross at the Oregon State Fairgrounds. Beyer used a 1-1 tally to top a combined 250cc Pro/Intermediate swapfest and later came back to top Motocross Northwest Champion Grayson Hart in a second moto 125cc Pro thriller, good for his second overall win after 2-1 rides.

Beyer had an easy time winning the 250cc class, putting a huge lead on the competition in each outing. In the first moto, Canadian Darcy LaLonde and Yamaha rider Tim Stillion finished second and third to Beyer, who put a three-quarter lap deficit on the competition. Moto two was also Beyer's domain. Canadian Mike Bishop was Beyer's closest competition, coming from well back in the field to close in at a spectacular rate, only to crash, putting LaLonde into the lead, good for a 1-1 win in the Intermediate portion.

The 125cc Pro class victory didn't come as easily for Beyer, however, as Hart and Honda support rider Darren Rogers held Beyer at bay during the early portion of moto one. Rogers led the first three laps until Hart, who was the first rider to attempt the treacherous triple jumps, cleared the section, overtaking Rogers for the lead. Beyer was next to relegate the former state amateur champion, moving into second, where he would finish at moto's end.

Beyer's timing of the starting gate was precise and he led moto two while Hart suffered from a poor start. By the third lap Hart had picked off Dennis McConnell to set his sights on Beyer. Hart made up a huge deficit, caught up to Beyer and was ready to make a move, only he crashed. By the time Hart had remounted Beyer was long gone. Hart did all he could to catch Beyer, but a spill on the final lap diminished his chances, giving the win to Beyer, aboard the ATAK/Ulven Forging KX after 2-1 rides. Hart and McConnell followed in the overall column.

For the third race in a row Troy Fuller picked up a win in the 125cc Junior class. Tonight Fuller battled with Yamaha rider Mike West, an Intermediate riding under exhibition status, for the moto wins. Fuller took both motos with relative ease, beating West and Honda-mounted Kyle Brooks, official second overall finisher after 3-2 performances. Rounding out the top five were Dan Kinion, Kip Mast and fifth overall finisher Jeff Payne.

Results

125 PRO: 1. Gary Beyer (Kaw); 2. Grayson Hart (Kaw); 3. Darren Rogers (Hon).
250 PRO: 1. Gary Beyer (Kaw); 2. Darcy LaLonde (Yam); 3. Frank McKuhn (Kaw).
OPEN BEG: 1. Jimmy Turner (C-A); 2. Steve Evensen (Hon); 3. John Kasper (Kaw).
250 BEG: 1. Keith DiBrino (Hon); 2. Travis Johnson (Kaw); 3. Ron Stevenson.
250 JR: 1. Chris Howell (Hon); 2. Ken Heiss (Yam); 3. Arlan Lehman (HOn).
125 JR: 1. Troy Fuller (Kaw); 2. Kyle Brooks (Hon)
125 BEG A: 1. Mark Seifer (Kaw); 2. Roby Leach (Cag); 3. Eddie Denhem (Kaw).
125 BEG B: 1. Daren Strunk (Hon); 2. Tom Warberg (Kaw); 3. Reuben Schug (HOn).
80 BEG: 1. Jeme Gillson (Hon); 2. Pat McGovern (Hon); 3. Doug McKuhn (Kaw).
80 JR:1 . Warren Baze (Kaw); 2. Ryan Leach (Kaw).
80 INT: 1. Ryan Huffman (Yam); 2. Danny Ulven (Kaw).
60 JR: 1. Doug McKuhn (Kaw); 2.Russell Postma (Kaw); 3. Cody Lamm (Hon).
60 INT: 1. Coby Porter (Kaw); 2. Cory Fuller (Kaw).
30-40 B: 1. Brad Mikkelson (Suz); 2. Mark Dickey (Kaw); 3. Rick Roberts (Yam).
30-40 C: 1. Steve Baze (Hon); 2. Coby Porter (Kaw).
PP: 1. Deanna Holbrook (KTM); 2. Dianne Hurst (Kaw).
OPEN INT: 1. Mike West (Yam).
OPEN JR: 1.Joe Nelson (Hon).
125 INT: 1. Dennis McConnell (Hon).
30-40 $: 1. Mike Holbrook (Hon).

Tichenor tames Diamondback MX

By Diane Eller

COCOA BEACH, FL, NOV. 17

Suzuki factory rider Ron Tichenor made a stop at the ninth round of the Gold Cup Series at Diamondback Park to take a little sand track practice and walked away with the 250/500cc A class win.

Jon McCabe bagged the holeshot in moto one when John Reinholt cruised into second off the line, and Alan Andreau moved into third. Tichenor was started in the second row of the staggered start and was quickly moving his way to the front of the pack. Both Reinholt and McCabe did a fine job trying to hold off Tichenor, but before the moto end not only had Tichenor taken the lead, he had virtually lapped half of the riders.

In moto two Reinholt raced to the lead with Tichenor right on his back tire and McCabe in third. Reinholt was able to hold off Tichenor for two laps before Tichenor charged past and moved into a large lead. Tichenor went on to win the moto with Reinholt and McCabe coming in second and third.

All eyes were turned as half of the riders in moto one of the 125cc A class dominoed off turn one. Chris Locke took three hits from other riders and went down hard. Chris Marlin, Tichenor and Bobby Mann led the pack off the line and steered clear of the crash and had a clean get away. Tichenor quickly threw a chain and was out of the race before getting started. Mann came on strong into turn two and took over the lead within the lap. Mann rounded the track first for lap two followed in order by Marlin, Kurtis Barren, Kyle Talent and Harold Mathews. Mann led the rest of the moto, lapping half the field before the moto's end.

In moto two it was Mathews grabbing the holeshot and the early lead until Mann got into gear and

seized first on the first lap. Mann went on to win the moto with Mathews taking second ahead of Talent.

Results

SR: 1. Fred Vertucci; 2. David Ellis; 3. David Indiveri; 4.Steven Dixon; 5. Michael Corbind.
250/500 A: 1. Ronnie Tichenor; 2. John Reinholt; 3. John McCabe; 4. Earl May; 5. Alan Andreau.
85 7-12: 1. Tim Ferry; 2. Chris Brown; 3. Chad Chancey; 4. Matt Harrell; 5. Steven Eller.
885 13-15: 1. Derek Youngblood; 2. Daryl Youngblood; 3. Anthony Paggio; 4. David Bailey; 5. John Lake.
125 A: 1. Bobby J. Mann; 2. Harold Mathews; 3. Kyle Tallent; 4. Chris Martin; 5. Bob Nebel.
60 7-11: 1. Kenneth Jones; 2. Julien Scott; 3. Kenny Yoho; 4. Jason Sybert; 5. Wayne Wilkie.
500 B: 1. John Larmayeoux; 2. Rick Perry; 3. Scott Taylor; 4. Rick Perry; 5. Donavon O'Leary.
125 C: 1. Bradley Ruel; 2. Jillian Vanarasdale; 3. Bobby Moriarity; 4. Steven Stojack; 5. Eddie Cherry.
125 B: 1. Marcus Pedero; 2. Wes Keenum; 3. Dean Baker; 4. Adam Smith; 5. Mike Redden.
PLUS 25: 1. Fred Vertucci; 2. Kevin Seidel; 3. Jerry Sales; 4. Roger Adams; 5. Mark Sharp.

Moore wins Sand Springs Trials

By Rich Allman

SAND SPRINGS, OK, NOV. 15

Matt Moore continued his winning streak by taking the Rookie class victory at the Northeastern Oklahoma Trials Team's event at Sand Springs. Moore easily outdistanced David Moore, who experienced some bike problems.

The event was held during a downpour that made the course very difficult and forced the elimination of some sections as they became almost impassable.

John Mizell scored an impressive victory in the Novice class, losing half as many points as second place finisher Todd Johnson. Paul Bolen was third.

Gabe Mizell and Dewey Harper battled in the Intermediate class with Mizell coming out on top by 23 points.

Expert Steve Fujan found his only real competition were the sections as he breezed to first overall.

The Master class produced the closest competition of the day with Shan Moore beating Rob Toole by one clean, which was very difficult to come by.

Results

RKIE: 1. Matt Moore; 2. David Moore.
NOV: 1. John Mizell; 2. Todd Johnson
AM: 1. Tom Moore.
INT: 1. Gabe Mizell; 2. Dewey Harper.
EX: 1. Steve Fujan.
MSTR: 1. Shan Moore; 2. Rob Toole.

Beckman blasts Goodtimes MX

By Warren E. Domke

SAN ANTONIO, TX, NOV. 15

Jack Beckham won the 125/250cc Expert class at the first match of the four-race Coca Cola-Texas Motocross Circuit Fall Series at Goodtimes Motorsports Park. Riders from the United States and Mexico vied for top honors in their classes.

Beckham came back from behind twice to win both motos after Scott Renick holeshot both starts. Renick kept his lead for most of the first moto, but was finally passed by Beckham's Honda. Renick's Kawasaki did not complete the second moto, and the second place went to Honda-mounted Hunter Carothers.

The 125cc Intermediate class provided the most exciting two-man contest when a pair of Kawasakis battled for the win. Matt Chapa holeshot both motos and was edged out of a win in the first by Pedro Gonzales, from Monterrey, Mexico. In the second moto Chapa kept his lead, closely followed by Gonzales, who tried to find space to pass Chapa inside a turn. Chapa shut the door on Gonzales, and both riders poured on the coal, Chapa trying to keep his lead, and Gonzales trying to take it away. In the end, it was Chapa

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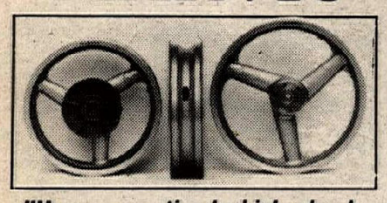
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PHOTO BY DAVID PROCIDA

Luke Melser (L1) was first overall and Travis Fleming (17M) second in the 80cc Beginner class at Glen Helen.

who took the checkered flag first, winning the match.

Texas Suzuki's Jimmy Little came from behind in both motos of the 125cc Beginner class to take first place twice for an overall win. Tom Buffolino rode his Honda in front of the pack twice and ran two extremely good motos, but Little managed to come back twice and capture the lead each time. Rocky French, on a Cagiva, took third place overall. He proved that conistent riding pays off as he took fourth place in each of the motos, which was enough to give him third place on average.

Chad Christian aced the 125cc Novice class by sweeping both motos. His early lead in the first moto proved unbeatable, though Jason Jones gave it a good try. Christian took the lead on the second lap of the second moto and rode his Yamaha to a win, leading Cody Mitchell and Jason Jones, who both rode Hondas. Darren Terry made a respectable third place finish in the second moto, for an overall fourth place.

Results

125 INT: 1. Matt Chapa (Kaw); 2. Pedro Gonzales (Kaw); 3. Mike Merlo (Hon); 4. Jerry Gibson (Yam); 5. Xavier Vasquez (Kaw).
125 BEG: 1. Jimmy Little (Suz); 2. Tom Buffolino (Hon); 3. Rocky French (Cag)
OPEN: 1. Bob Stolper (Hon); 2. Andy Thompson (Hon); 3. Mike Harris (KTM).
250 NOV: 1. Earl Ingram (Kaw); 2. Darren Terry (Hon); 3. Rob Talbott (Yam); 4. Gabriel Guardado (Kaw); 5. Jeff Foreman (Kaw).
250 BEG: 1. Don Riley (Hon); 2. Vic Nickelson (Hon); 3. Randy Sutton (Hon); 4. Lance Speer (Kaw).
125-250 EX: 1. Jack Beckham (Hon); 2. Hunter Carothers (Hon); 3. Scott Renick (Kaw).
125 OPEN: 1. Pedro Gonzales (Kaw); 2. Jeff Kline (Hon).
250 INT: 1. Matt Chapa (Kaw); 2. Rusty McDowell (Hon); 3. Sanee Tabassi (Yam); 4. Bill Kelly (Yam); 5. Chris Russell (Hon).
MINI MINI: 1. Antonio Coello (Kaw).
MINI JR: 1. Dustin Traylor (Kaw).
MINI SR: 1. Rowdy Flanagan (Kaw); 2. Trey McCarty (Yam); 3. James Mitchell (Kaw).
125 NOV: 1. Chad Christian (Yam); 2. Cody Mitchell (Hon); 3. Jason Jones (Hon); 4. Darren Terry (Hon); 5. Gabriel Guardado (Kaw).
250 OPEN: 1. Kirk Clovis (Hon).
OVER 30: 1. Bob Stolper (Hon); 2. Rob Talbott (Yam); 3. Tim McCaskill (Yam).
P/W: 1. Antonio Coello (Yam); 2. Dustin Byrd (Yam).

Campbell cashes in at Glen Helen MX

By David Procida

SAN BERNARDINO, CA, NOV. 15 Todd Campbell won the 250cc Pro class at the final round of the Donnie Hanson Holeshot Series held today at Don Brown's Glen Helen racing facilities.

The start of the first 250cc Pro/Intermediate class moto saw Ron Turner power his Yamaha all the way to the first corner holding off Pro-Cycle/Z-Racing's Todd Campbell, KZ Suspension's Kenny Zahrt and the rest of the pack. For the first few laps the top three riders remained in the same order with Zahrt starting to close on Campbell. At the start of lap four Zahart caught a rock, off the rear tire of Campbell, which not only went through his goggles but possibly broke his nose, even though he was wearing a full face helmet. This stopped Zahrt's charge and after a quick medic-stop he reentered the race. Back up front Campbell continued to close on Turner while behind him Craig Davis was hard on the gas moving up into third in front of LaHabra Suzuki's Murray Shackelford.

As the laps clicked off the Turner/Campbell duel got more intense as they entered lapped traffic. The two riders were very close for complete laps, then under the white flag Campbell stuffed Turner. Turner repayed the favor and coming up to the checkered Campbell got a better line, taking the checkered over the tabletop by less than a wheel-length. Davis received third with Darrin Hoeft fourth and Shackelford fifth.

Campbell pulled the holeshot in moto two over Turner with Honda-mounted Jerry Black and Shackelford close behind. Campbell opened up a little breathing room for the first half of the moto before Turner reeled him in and the pair picked up where they left off in the first moto. Black was comfortably in third while Shackleford was being pressured by a bandaged Zahrt and Davis. Late in the moto Black went too wide in a corner and let Zahrt slip by. Black held off Davis down the straight but had to chase Zahrt to the finish while at the head of the pack Campbell held off Turner for the win and the overall.

Results

80 BEG: 1. Luke Melser (Suz); 2. Travis Fleming (Hon); 3. Jeff Lewis (Hon).
80 NOV: 1. Colin Couto (Hon); 2. Joe DePutto (Hon); 3. Tim Enoch (Kaw).
WMN EX: 1. Dana Evenson (Yam); 2. Hope Broselow (Hon).
WMN INT: 1. Lori Hedstrom (Yam); 2. Stacy Malone (Yam).
WMN NOV: 1. Sheila Moretz (Kaw); 2. Carla Miller (Hon).
VET BEG: 1. Ron Wade (Kaw); 2. Randy Pauyl Wysocks (Kaw); 3. Chris Schlickenmeyer.
VET NOV: 1. Rex White (Kaw); 2. Brad Sloan (Hon); 3. Kent Reed (Hon).
VET INT: 1. Robert Hedland (Hon); 2. Ken Dickson (Ves); 3. Frank Mietrau (Hon).
VET EX: 1. Ken Zahrt (Hon).
125 BEG: 1. Kevin Shafer (Yam); 2. Todd Davis (Cag); 3. David Camomile (Hon).
125 NOV: 1. Ron Densford; 2. Raymond Anthony (Hon); 3. Al Sanchez (Hon).
125 INT: 1. Jeff Barbacovi (Yam); 2. Bubba Erickson (Cag); 3. Dustin Evans (Kaw).
125 PRO: 1. Corey Schweitzer (Hon); 2. Erik Munson (Suz).
250 BEG: 1. Lonnie Adams (Hon); 2. Brian Peters (Yam); 3. Russ Hoffman (Hon).
250 NOV: 1. Karl Allen (Hon); 2. Scott Bennett (Kaw); 3. Mike McCarley (Hon).
250 INT: 1. Marc Renson (Kaw); 2. Todd Brousard (Yam); 3. David Jennings (Hon).
250 PRO: 1. Todd Campbell (KTM); 2. Ron Turner (Yam); 3. Craig Davis (Yam).
500 NOV: 1. Bryan Richardson (Yam); 2. George Andrews (Hon); 3. Kelly Wade (Hon).
500 INT: 1. John Greenway (Hon); 2. Mike Fowler; 3. Tom Smith (Hon).

Heisler doubles at Ft. Mitchell MX

By Hugh Gatlin

FT. MITCHELL, AL, NOV. 15 Hallman Racing backed Darryl Heisler rode a pair of CR Hondas to overall victories in the 125cc B and 250cc B classes at the sixth and final round of Ft. Mitchell's Fall MX Series. Answer/Scott assisted Shane Pene claimed the win in the 125cc C class with a double moto sweep.

Heisler holeshot the first 250cc B moto followed by Dave Robel and Dwight Duke. Honda-mounted Brian Robertson was on the move and passed Duke over the tunnel jump. Heisler rode to a comfortable win and Robertson went by Robel over the fly-away jump for second.

Robel grabbed the second moto start with Randy Hooks running close behind. Heisler was boxed inside going into the first turn and ran dead last. Hooks put his Gerald Smith-supported Honda out front while Heisler charged to third by the second lap. Hooks controlled the fast-paced moto until Robel retook the lead over the tunnel jump. Heisler passed Hooks over the tower jump and picked off Robel on the fourth lap. By the finish Robertson worked his way to another second place finish behind Heisler. Hooks 5-3 score edged out Robel's 3-5 moto tally for third overall.

Tony Bishop led the first 125cc B moto and opened a small lead. Heisler steadily closed the gap and passed the Kawasaki rider at the halfway point. Late in the race Steve Saunders moved up and bumped Bishop to third.

Bishop was out front again in the second moto but was passed by

Heisler in the quads. Bishop stayed close and dove underneath Heisler when he bobbled on a hard, banked turn. On the next lap Heisler passed Bishop through the quads and pulled away for the win. Bishop went down in the second turn and Saunders seized the opportunity to score another second place finish.

In 125cc C racing, Yamaha-mounted Pene pulled both holeshots and rode to strong wins both times out. Series leader Casey Hoover, who wrapped up the class title two weeks earlier, finished second to Pene in both heats. Joey Bocchino placed third ahead of Tom Haliburton in the second moto to secure third overall for the day.

Results

250 B: 1. Darryl Heisler (Hon); 2. Brian Robertson (Hon); 3. Randy Hooks (Hon); 4. Dave Robel (Yam); 5. Lynn Hicks (Hon).
125 B: 1. Darryl Heisler (Hon); 2. Steve Saunders (Hon); 3. Tony Bishop (Kaw); 4. Shane Pene (Yam); 5. Tim Smith (Hon).
125 C: 1. Shane Pene (Yam); 2. Casey Hoover (Hon); 3. Joey Bocchino (Hon); 4. Tom Haliburton (Kaw); 5. Richard Joye (Hon).
OPEN: 1. Lynn Hicks (Hon); 2. Hugh Gatlin (Hon); 3. Steve Corlee (Mai).
ENDR: 1. Shannon Brooker (Yam); 2. Andy Tolar (Hon); 3. Mike Hamilton (Hon); 4. David Hanson (Kaw); 5. Jason Bragg (Hon).
250 C: 1. Kevin Browning (Kaw); 2. Tim Shanon (Hon); 3. Brian Green (Yam).
SR MINI: 1. Charlie Cutts (Kaw); 2. Bob Long (Kaw); 3. Joey Crawford (Kaw); 4. Andre Pene (Hon).
JR MINI: 1. Jason Grier (Suz); 2. James Grier (Suz); 3. Josh Morgan (Hon); 4. Jason Janney (Hon); 5. Bryan Johnson (Kaw).
60: 1. Jason Grier (Kaw); 2. Allen Smith (Kaw); 3. Brandon Hart (Hon); 4. Bryan Johnson (Kaw); 5. Bill Herrin (Kaw).
P/W: 1. Jeremy Nevels (Yam); 2. Mark Ragsdale (Yam); 3. Ray Perkins (Yam).

Winter gets win at Baylands Motocross

By Mike Vancil

FREMONT, CA, NOV 15

Curt Winter rode two flawless motos to take the Open Beginner win today in round two of the Baylands Raceway Park's Winter Series.

At the start of moto one it was Gary Jaehne, a junior, with the holeshot. In his wake was the only other junior in the event, Aaron Hudson. These two riders set the pace for the horde of Beginners headed by Winter. Riding well in the first moto and challenging at every corner was Mark Fitzsimmons.

The second moto start again saw Jaehne jump out to the immediate lead but Hudson was mired in mid-pack and could only manage a fourth place overall in the moto. Again, the easy beginner winner was Winter but this time he was followed to the checkers by David Coates, who ended third overall on the day behind Fitzsimmons.

At the drop of the gate in moto one of the 125cc Beginner class, it was a 17-rider dash to the first corner but it was Todd Damron that got there first. Hot on his rear wheel were Larry Moniz and Chris Sechiatano. As the moto wore on Moniz faded to sixth and Sechiatano kept up a pressure that forced Damron to a quicker pace. Damron made no mistakes and the moto ended with Damron in front and Sechiatano second. There was a considerable distance between second and third which was cinched by Leo Salazar.

In the second moto Damron was again away quickly and never really had to look back. Taking charge in the battle for second was Salazar. Sechiatano ran into problems in the moto and was relegated to sixth place. Running a solid third in this moto was Lance Bollens. The double moto win for Damron insured his overall victory. Salazar's 3-2 performance got him second overall.

Results

80 BEG: 1. Bill Sayre (Yam); 2. James Ptarcinski (Kaw); 3. Albert Iniguez (Kaw); 4. Shawn Yuill (Suz); 5. Seth Young (Hon).
80 JR: 1. Jeannie Pruitt (Kaw); 2. Scott Shade (Yam).
80 INT: 1. Chris McCallie (Yam); 2. Joey Rodriquez (Yam).
125 BEG: 1. Todd Damron (Yam); 2. Leo Salazar (Kaw); 3. Lance Bollens (Hon); 4. Chris Sechiatano (Hon); 5. Larry Moniz, Jr. (Hon).
125 JR: 1. Pat Gomm (Hon); 2. John Newell (Hon); 3. Steffan Whiting (Hon); 4. Joe Vello (Hon); 5. Mark Kerling (Hon).
125 INT: 1. Rob Richards (Hon).
250 BEG: 1. Todd Bullunger (Kaw); 2. Matt Phipps (Hon); 3. Marty Walker (Hon); 4. Frank Dufur (Hon); 5. Mike Morgan (Hon).
250 JR: 1. Casey Lyons (Hon); 2. Greg Lyons (Hon) ; 3. Keith Tanti (Yam); 4. John Thomas (Hon); 5. Greg Bailey (Hon).
250 INT: 1. Steven Hunter (Hon); 2. Jesse Britain (Kaw).
OPEN BEG: 1. Curt Winter (Hon); 2. Mark Fitzsimmons (Hon); 3. David Coates (Hon); 4. Troy Dulleek (Hon); 5. Brooks Holland (Yam).
OPEN JR: 1. Gary Jaehne (Hon); 2. Aaron Hudson (Yam).
VET JR: 1. George Heare (Hon); 2. Rich Kroske (Yam)
VET INT: 1. Gary Jaehne (Hon).

Spear doubles at Modena MX

By John Spear

MODENA, NY, NOV. 1

Pro riders Carlo Coen and Kurt McMillen were both riding but it was top local Expert Mike Spear who showed why he holds the number one plate in both classes as he took home a pair of first overalls today at Modena. Spear captured the 250cc Expert class with a 2-1 day and swept both motos in the Open class.

In the 250cc Expert class Coen won the opening moto with Spear coming from a 10th place start to finish second. But in the second moto, Spear got off the line right behind Dennis Decker. He passed Decker on the second lap and started to put some daylight between himself and the pack. Coen, working up from a sixth place start, moved into third by lap three. But when he went to duck under Decker in the tight right-hander before the finish line, he hit Decker's rear wheel and ran into the fence. By the time he got free, he was back in eighth place and Spear was running in front with a 20-second lead. Rob McCullough, meanwhile, was riding a steady race and moved into second as Coen finally worked his way back to third. Spear won the overall with Coen's 1-3 score good for second and McCullough's 3-2 for third. Decker drifted back to fourth which gave him fourth overall.

In the Open Expert class Spear grabbed the holeshot in both motos. In the first moto, he got some breathing room as McMillan had to work to get by Mark Costa. When he finally did get free of Costa, Spear had a safe lead.

In the second moto, though, Spear was followed off the line by McMillan and the two ran away from the field. McMillan got alongside Spear each lap in the mud hole but Spear kept his wheel in front and powered back into the lead. By the end, Spear held a one-second lead but it was all he needed to complete his double for the day.

In the 125cc Expert class Coen got the overall victory with a 1-1 afternoon with McMillen chasing him home in the first moto. In the second moto, McCullough converted his great holeshot into a second place finish with McMillen taking third. But McCullough's fifth in the first moto gave McMillen second overall.

Tracey Petty finished with a perfect 1-1 day in the Senior Expert class and John DiDomenico a 1-1 in the Super Senior Experts.

Arthur Swift had a perfect 1-1 score in the Senior Amateur class while Rich Golden did the same in the Super Senior Amateur class.

In the 250cc Amateur class Mike Kelly, who won his qualifier, took third in the second moto for the overall, just beating Mario DeMarco. DeMarco won the first qualifier and finished a spot behind Kelly in the next. Frank Manfredi, who won the

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PHOTO BY LEN BREECH

Larry Sweeten took the victory in the 250cc class at the Timonium Indoor Short Track.

second moto after a fifth in his qualifier, wound up with a third overall.

In the 125cc Amateur class Billy Silvarole captured both motos despite a full gate. Dennis Tompkins, with a 2-3 day, was second overall.

The Open Amateur class also featured a full gate and Pete Jastiemski and Victor Rivas gave the spectators their money's worth with a race long battle. Jastiemski finished with a 2-1 score for the overall over Rivas' 1-2 tally.

Bruce Calkin has been making his presence felt in the 125cc Novice class and captured the win with a 3-1 afternoon, nipping Roger Hanna who had a 1-4 day.

Results

125 EX: 1. Carlo Coen (kaw); 2. Kurt McMillan (Hon); 3. Rob McCullough (Yam); 4. Dennis Decker (Hon); 5. John Ryan (Kaw).

250 EX: 1. Mike Spear (Kaw); 2. Carlo Coen (Kaw); 3. Rob McCullough (Hon); 4. Dennis Decker (Hon); 5. Keith Mann (Yam).

OPEN EX: 1. Mike Spear (Kaw); 2. Kurt McMillan (Hon); 3. Mark Costa (Kaw); 4. Mike Moore (Hon); 5. Keith Mann (Yam).

SR EX: 1. Tracey Petty (Hon); 2. Tom Marsh (Kaw); 3. Bryant Hancock (Suz); 4. Bud Fel (Hus); 5. Daid Pecor (Kaw).

S/SR EX: 1. John DiDomenico (Kaw); 2. Erick Guenkel (Yam); 3. Richard Strid (Kaw); 4. Don Gerardi (Hon).

SR AM: 1. Arthur Swift (Kaw); 2. John Corwin (Hon); 3. Richard Pinard; 4. Payson Richardson (Kaw); 5. John Bamman (Hon).

S/SR AM: 1. Rich Golden (Yam); 2. Sal Benanti (Hon); 3. John Parker (Yam).

125 AM: 1. Billy Silvarole (Kaw); 2. Dennis Tompkins (Kaw); 3. Mario DeMarco (Yam); 4. Herb Tompkins (Kaw); 5. Scott Bradshaw (Hon).

250 AM: 1. Mike Kelly; 2. Mario DeMarco; 3. Frank Manfredit; 4. Greg Bastek; 5. Paul Helier.

OPEN AM: 1. Pete Jastienski (Hon); 2. Victor Rivas (Kaw); 3. Mike Ratto (Hon); 4. Daniel Alexander (Hon); 5. Mike Hoensch (Kaw).

125 NOV: 1. Bruce Calkin (Kaw); 2. Roger Hanna (Hon); 3. Stephen Ferrara (Kaw); 4. Bert Picsrello (Kaw); 5. James Coy (Yam).

Sweeten super at Timonium Indoor ST

By Len Breech

TIMONIUM, MD, NOV. 14

A pair of the Sweeten clan won their second race each at the Baltimore County Trail Riders/Cockeysville Optimist Club-sponsored indoor short track races at Timonium. Larry Sweeten won the 250cc final, when his main rival, Dan Reichert got tangled up on the opening lap with another rider. Sweeten's nephew, Georgie Price, again dominated the 125cc class for the second straight week. While the Sweeten clan was taking wins, another member of a prominent local racing family, Charlie Majeski, scored his third straight 360cc win.

Sweeten took Price's 250 to take the lead from Adam Weiss, race promoter Taylor White and Mike Mester. Richert got tangled up with Richard Reeves as they entered the third turn on the opening lap, and was almost a lap down when they got going. In a rare occurance, the top five remained upright and in the same spots throughout the 15 lap race.

Jeff Webber jumped in front of Price, Billy Bromley, Todd Stith and Mike Klopp as the 125s screamed out of the second turn. But as they entered the first turn on the second lap, Price slipped under Webber for the lead. A few laps later Webber got squirrelly coming off the second turn, got going straight when Bromley tapped him, but point leader Bromley fell. While this was going on, Price was pulling out to a convincing half a lap margin on his Diamond Motor Sports-sponsored Kawasaki.

At the start of the 80cc class Mike Sponseller and Paul Southard jumped in front of Robert Miller and Jeremiah Alexander. on the third lap, Sponseller changed everything when he fell in the fourth turn. He was quickly up, and back in third by the sixth lap and starting to reel in Southard and Miller. With four laps left and the front trio trying to get around a lapped rider, Sponseller went by them for the lead on the outside, only to bobble in the fourth turn back to second. With two laps left he tried to get under Southard in the third turn but tapped him, sending Southard to the ground. Sponseller picked up the win followed by Miller and Alexander.

Joe White took the lead from Greg Boutwell, Rob Smith and Majeski as they ran tire-to-tire in the opening laps of the 360cc final. White slipped on the fifth lap, dropping to fourth. The top three freight trained until about four laps from the end when Smith got under Boutwell entering the first turn but drifted slightly high. Majeski went into the lead and took his third straight win.

In the 250cc Pro class Lew Woods grabbed the lead from Steve Burkholder, Rodney Farris and Paul Crumling, with the latter two coming off the back row. Burkholder put his West's Cycle Shack Villa into the lead coming off the fourth turn on lap two, with Farris taking second a few laps later. When they had clear sailing, Burkholder actually put distance on Farris. With about five laps left, Crumling took over third and got up on Farris' rear in the late laps, but he fell trying to get under him on the final lap.

Results

50: 1. Paul Lynch (Yam); 2. Brady Miller (Itj); 3. David Thomas (Yam); 4. Thomas Skethway (Yam).

80: 1. Mike Sponseller (Hon); 2. Robert Miller (Yam); 3. Jeremiah Alexander (Kaw); 4. Roy Miller (Yam); 5. Kenny Weiss (Suz).

125: 1. Georgie Price (Kaw); 2. Jeff Webber (Kaw); 3. Todd Stith (Yam); 4. Jamie Pujol (Suz); 5. Billy Bromley (Suz).

250: 1. Larry Sweeten (Kaw); 2. Adam Weiss (Yam); 3. Taylor White (Yam); 4. Mike Mester (Yam); 5. Harold Dorsey (Hon).

350: 1. Charlie Majeski (Bul); 2. Rob Smith (Bul); 3. Greg Boutwell (Yam); 4. Joe White (H-D); 5. Jim Lynch (Yam).

250 PRO: 1. Steve Burkholder (Vil); 2. Rodney Farris (Hon); 3. Lew Woods (Bul); 4. Bob Sweeten (Hon); 5. Paul Crumling (Hon).

Stump stomps East Kentucky HS

By Rita Smith

MARTIN, KY, NOV. 8

Carey Stump was the overall and Open class winner at the East Kentucky Hare Scrambles. Stump took the victory only a few turns from the finish after moving up through the pack following a poor start and several mishaps on the course.

The start saw Expert motocross rider Jerry Combs hit the woods first

PHOTO BY ATHIE SANDERS

evin Mathews holds off Donnie Jackson (11) in the 25 Plus class at yman Myers. Mathews was second overall and Jackson third.

th Honda-mounted Harvey Whi-ker on his heels. Back in the pack s Honda of Prestonburg/Griffs/ nith Goggles/Sierra/RK-pported Stump aboard his XR600. ter a couple of miles Whitaker had ade his way around Combs when fell on an off camber tree root. ump had moved up to third within iking range when he got his rear heel tangled up in an old fence. the end of lap one it was Whitaker d Combs with a three-minute argin on Stump.

The second lap showed no prob-ms for Stump as he sailed out of e woods with over a minute lead. n the third lap Stump tried to jump ravine, but his front wheel caught root and threw him into a tree and own a hill. By the time he managed drag his bike up to the trail hitaker had already gotten by and as gone. When they came through e barrels the white flag was out and hitaker had a lead of nearly two inutes. As they came out of the oods Stump had moved up to ithin six seconds of Whitaker and the time they reached the moto-oss track they were dicing it out. bout three turns from the checkered ag Stump got by and grabbed the verall.

Results

O/A: 1. Carey Stump.
OPEN: 1. Carey Stump; 2. Dusty Dunn; 3. Randall tump; 4. David Smith.
250: 1. Harvey Whitaker; 2. Jerry Combs; 3. enny Dunn; 4. Jeff Davis.
200: 1. Logan Wells; 2. Guy Stump; 3. Steve obson.
TR: 1. Logan Wells; 2. Todd Dates.

enn, Timmons top yman Myers MX

y Athie Sanders

ALLAHASSEE, FL, NOV. 15

yan Fenn and Tim Timmons aimed overall wins in the 125cc C nd 25 Plus classes during round even of the Budweiser-sponsored outheastern Championship Series t Hyman Myers Speedway.

The Cycle Shop-sponsored Fenn d the 125cc C class at the start of oto one. Keith Jones and B class ider Lonnie Seay followed close ehind through the first turn. Seay ook to the air to jump ahead of ones. Jones kept up with Seay but ropped back after getting loose off jump. Seay moved into the lead during lap two and cruised to the win followed by Fenn and then Jones. Stanley Weed and Dan Welch finished a distant fourth and fifth, respectively.

Fenn claimed the lead in moto two ahead of Jones and Seay. Jones went down and Seay busted trying to avoid hitting him.

Seay later said, "Jones fell right in front of me. I didn't know what his bike was going to do. He was flipping everywhere. I put on the brakes at the face of the jump and hit the back side of the next jump. Then I started flipping and went over the bars. I got up and didn't know where I was. They (Seay's pit crew) pulled me off the track."

Fenn rode out front to the win. Weed, Welch, Phillip Ostrowski and Dean Joiner rounded out the top five.

Timmons claimed the lead at the start of the first Combined Senior class moto as Kevin Mathews pushed from behind. Mathews got off the pace, allowing Floyd Carter, Joe Carter and Donnie Jackson to get ahead. Timmons pulled away and established a comfortable lead early in the moto. Joe Carter moved into the second place position to ride all alone to the final flag. Jackson and Floyd Carter battled over third. Floyd Carter stalled, allowing Jackson to pull some space and Kevin Mathews to get around before he was back on the gas. Timmons cruised to the overall moto win ahead of Joe Carter (the only rider in the 30 Plus class). Mathews reeled Jackson in to claim the second place finish in the 25 Plus class. Jackson, Floyd Carter and Fortson Rumble followed in that order.

Timmons took control for the second moto and Jackson followed. Mathews got around Jackson after the halfway point. Timmons wrapped up the moto win and the overall. Mathews and Jackson finished second and third, respectively.

Results

P/W: 1. Joshua Maynard (Yam); 2. Megan Myers (Suz).
80: 1. Ezra Lusk (Kaw); 2. David Broxson (Hon); 3. Lee Spann (Kaw).
125 B: 1. Lonnie Seay (Suz).
125 C: 1. Ryan Fenn (Kaw); 2. Stanley Weed (Hon); 3. Dan Welch (KTM).
250 PRO: 1. David Kelley (Yam); 2. Chuck Bells (Hon); 3. Tim Timmons (Hon).
250 B: 1. Kevin Mathews (Yam).
250 C: 1. Scott Grater (Kaw); 2. Bill Tichenor (Kaw); 3. Robert Godfrey (Suz).
25 PLUS: 1. Tim Timmons (Hon); 2. Kevin Mathews (Hon); 3. Donnie Jackson (Kaw).
30 PLUS: 1. Joe Carter (Yam).

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PHOTO BY DAVID PROCIDA

Tim Nash won the Open Novice class at Perris Raceway.

Jones doubles at Kingsport Motorama

By Sam R. Gammon

KINGSPORT, TN, OCT. 24&25
Mike Jones won the 125 and 250cc Supercross event at the WQUT FM/Pizza Hut/Hayworth Tire Centers/Pepsi/L&S Line Mfg.-sponsored supercross, dirt track and TT motorama at Kingsport. The Pro classes raced on Saturday night and Amateur classes on Sunday.

Jones was the only pro to take wins in two classes. Mike Andrews holeshot the 125cc main and held the lead while Jones charged through the pack like a wild man. Robbie Neeley held second ahead of Robbie Taylor. Jones moved to second only to fall, but charged back and took the lead with two laps left. Once in the lead, he easily collected the win. Andrews held off Randy Miller for second.

Jones pulled the holeshot in the 250cc main and made no mistakes as he took the win over Taylor and Miller.

In the 250cc Dirt Track division William Davis won the qualifier over Robbie Neeley and Richard Shipley, but when the class left the line in the main Davis was left on the line with a stalled motor. Dayne Pierantoni took the lead with Neeley in tow, but Davis got his bike going and started a half lap down. Kirk Hayes worked his way up from fourth and took the lead with two laps remaining. Tammy Kirk was following Hayes through traffic and they finished in that order. Davis charged, but ran out of time and finished fourth.

Davis put his Harley out in front and led every lap of his qualifier and the main in the Open Dirt Track class. Kirk took the other qualifier, but had problems in the main and didn't fare as well. Davis left the line in the main with Garth Brow in tow. On the third lap Bart Schmulback moved to second and when the checkered flag fell, they were in the same order.

Results

SATURDAY
125 PRO SX: 1. Mike Jones (Yam); 2. Mike Andrews (Suz); 3. Randy Miller (Yam); 4. Robbie Neeley (Kaw); 5. Robbie Taylor (Yam).
250 PRO SX: 1. Mike Jones (Yam); 2. Robbie Taylor (Yam); 3. Randy Miller (Yam); 4. Mark Kane (Hon); 5. Gerald Greene (Yam).
250 PRO DT: 1. Kirk Hayes (Hon); 2. Tammy Kirk (Bul); 3. Dayne Pierantoni (Yam); 4. William Davis (Yam); 5. Robbie Neeley (Kaw).
500 PRO DT: 1. William Davis (H-D); 2. Bart Schmulback (H-D); 3. Garth Brow (Hon); 4. Chance Darling (H-D); 5. Tammy Kirk (H-D).
SUNDAY
60 SX: 1. Brent Lough (Kaw); 2. John Yoakum (Kaw).
80 JR: 1. Jimmy Crand (Yam); 2. John Yoakum (Yam); 3. Brent Lough (Suz).
80 SR: 1. Chad Lough (Suz); 2. Bo Shannon (Yam); 3. Ronnie Yarbro (Suz).
250 B: 1. Brad Jimison (Yam); 2. Mike Brown (Hon); 3. Jeff Shuler (Kaw).
125 C: 1. Ray Boruff (Suz); 2. Steve Litz (Hon); 3. Zane Batton (Kaw).
250 C: 1. Billy Adkins (Hon); 2. Bryan Haywor (Hon); 3. Gary Osborne (Hon).
OPEN AM: 1. Mark Dolen (M-S); 2. Dennis Sca (Kaw); 3. David Carter (Kaw).
SR: 1. Gary Osborne (Hon); 2. Steve Lady (Kaw 3. Danny Eller (Kaw).
OPEN DT: 1. William Davis (H-D); 2. Chanc Darling (H-D); 3. Kirk Hayes (Hon).
250 DT: 1. William Davis (Yam); 2. Kirk Haye (Hon); 3. Chance Darling (Yam).

Bristol claims win at Perris MX

By David Procida

PERRIS, CA, NOV. 14
Scott Bristol was the overall winne in the 125cc Novice ranks today i SMX racing at Perris Raceway.

In moto one Lance Goodman go the holeshot but at the end of la one Honda-mounted Bristol too command. Bristol held on to the lea for three laps before Goodma powered back into the lead. Bruc Kamis and Honda rider Tiger Garci took advantage of an error by Bristo that dropped him back in the pack Bristol never gave up though and lat in the moto moved back up int second as time ran out and Goodma took the checkered flag.

In moto two Bristol grabbed th holeshot and never looked back holding off Goodman for the overal win. Goodman's 1-2 moto finishe took him to second overall wit Kamis nailing down a pair of third for the same overall.

In the 250cc Novice class Kawasak rider Jason Williams beat out eve ryone in moto one and took second in moto two behind Mark Fisher Fisher only managed a third in moto one, giving Williams the overall win Fisher second and Jim Carley was third with a 2-4 day.

In the Open Novice class Tim Nash ran away with both motos.

Results

80 : 1. Mark Dwyer (Hon); 2. Ray Edwards (Hon); 3. Greg Flanagan (Hon).
125 BEG: 1. Travis Musselman (Hon); 2. Fran LaVres (Kaw); 3. Chris Alamangos (Hon).
125 NOV: 1. Scott Bristol (Hon); 2. Lance Goodman (Suz); 3. Bruce Kamis (Yam).
125 INT: 1. Mike Brooks (Yam).
125 PRO: 1. Joey Tuttobene (Hon); 2. Jef Matiaseviech (Kaw).
250 BEG: 1. Rudy Chavez (Hon); 2. Kelly Chacor (Yam); 3. Martin Albanese (Hon).
250 NOV: 1. Jason Williams (Kaw); 2. Mark Fisher (Hon); 3. Jim Carley (Kaw).
250 INT: 1. Tim Harris (Suz); 2. Rick Grant (Hon)
250 PRO: 1. John Posca (Yam); 2. Loren Pochirowski (Hon); 3. Ed Arnet (Suz).
OPEN BEG: 1. Chris Scott (Hon); 2. Steve Brown (Yam).
OPEN NOV: 1. Tim Nash (Hon); 2. Lance McRoberts (Hon); 3. John Chambers (Kaw).
OPEN INT: 1. Brian Davy (Kaw); 2. Jeff del Villa (Kaw).
VET NOV: 1. Greg Green (Hon); 2. Ken Scovil (Suz); 3. David Procida (Hon).
VET INT: 1. Gary Sherohman (Hon); 2. Alan Ken (Yam); 3. Ron Wolf (Hon).
VET EX: 1. Kurt Goldie (Hon); 2. Art Olivier/Bonzai (Hon); 3. Ken Ehlers (Hon).

Pittman wins c'ship at Seattle RR

By Bruce Scholten

KENT, WA, OCT. 25
Bellevue Suzuki's Joe Pittman won the WMRRA number one plate today at Seattle International Raceway the old fashioned way — he had to earn it. That's because NESRA stalwart Greg Froberg rode as many races as possible this year in an effort to grab the high point championship for himself.

Since this last race counted for double points few contenders stayed home. Naturally, Pittman and Froberg rode virtually every race.

Froberg beat Don Peters for the 650 Battle of the Twins championship and was class of the class in 450cc Superbike as well. In the latter class Froberg's EX500 Kawasaki beat the RZ350 ridden by Tom Marx and John Schwarze's SRX600 single that finished third.

But it was Pittman's day. He won three races, including Open Production where his Bellevue Suzuki

GSXR750 bested Steve Trinder and arch rival Froberg to win that season championship in fine style.

Pittman struck again in the Bellevue Honda/Lynnwood Cycle Barn 500 Production Blowout. He won the 10-lap race and beat Bruce Lind for the season crown ahead of the other 500 Hondas of Steve Dick, Dave Deveau, Dick Wascher, and Eric Ginn.

This year's champ in 750cc Superbike and Formula One is Zlock Racing's Keith Pinkstaff. Pinkstaff settled for third place in both of those races today behind Trinder and Dick, who finished first on the Allied Honda VFR750.

The featured race was the 12 lap "Food Bank Fifty," so named because at the end of each year WMRRA collects food for Northwest Harvest. This year they netted over a quarter ton of consumables. The class chosen to be the 50 miler was Open Superbike, and Lynnwood Yamaha's Steve Littlejohn already had the championship wrapped up.

Littlejohn gridded anyway in a huge field of 52 Superbikes. Dick had the pole, but Pittman's Suzuki went to an early lead. By the end of the second lap Dick moved his Allied Honda VFR750 around Pittman, and the two left the field behind them. In the end Dick won, followed by Pittman, Renfrow, Littlejohn, and Chris Evans.

Results

S/BK: 1. Steve Dick (Hon); 2. Joe Pittman (Suz); 3. Doug Renfrow (Suz); 4. Steve Littlejohn (Yam); 5. Chris Evans (Suz).

F-1: 1. Steve Dick (Hon); 2. Joe Pittman (Suz); 3. Keith Pinkstaff (Suz); 4. Doug Renfrow (Suz); 5. Steve Littlejohn (Yam).

OPEN PROD: 1. Joe Pittman (Suz); 2. Steve Trinder (Suz); 3. Greg Froberg (Hon); 4. Mike McBrady (Suz); 5. Geoffrey Lambert (Suz).

750 S/BK: 1. Steve Dick (Hon); 2. Joe Pittman (Suz); 3. Keith Pinkstaff (Suz); 4. Dave Hardtle (Suz); 5. Chris Evans (Suz).

750 PROD: 1. Joe Pittman (Suz); 2. Shawn Roberti (Suz); 3. Steve Trinder (Suz); 4. Mike McBrady (Suz); 5. Greg Froberg (Hon).

600 PROD: 1. Joe Pittman (Hon); 2. Steve Dick (Hon); 3. Dave Deveau (Hon); 4. Dick Wascher (Hon); 5. Eric Ginn (Hon).

450 S/BK: 1. Greg Froberg (Kaw); 2. Tom Marx (Yam); 3. John Schwarze (Yam); 4. Tony Pignataro; 5. Ed Sadvar (Yam).

450 PROD: 1. Paul Hopper (Yam); 2. Ed Sadvar (Yam); 3. Mike Gillen (Yam); 4. Chris Denzler (Yam); 5. Duff McDaniel.

F-3: 1. Ray Doane (MTR); 2. Doug DuBuque (Yam); 3. Cliff Baker (HYH); 4. Ron Johnson (Suz); 5. Sean Fromhold (Mon).

VINT: 1. Ward Rodgers (Kaw); 2. Sidney Collier (Duc); 3. Tony Howard (Hon); 4. Ron Johnson (Suz); 5. Tim Marek (BSA).

OPEN SGL: 1. Kenneth Brynn (Hon); 2. John Schwarze (Yam); 3. Kim Brynn (Hon); 4. Dave Crockett (Yam); 5. Brad Pinkstaff (Yam).

Roeseler tops Carson Valley Qualifier

By Ken Mirell

MINDEN, NV, OCT. 18

After 130 miles, two terrain tests and a genuine grass track, Larry Roeseler edged out Dave Bertram by 19 seconds to take the overall win at the Carson Valley Qualifier.

Over 440 riders entered this one day reliability trials-type event, hosted by the High Sierra M.C. The race started and finished at the Carson Valley Inn and Casino, which co-sponsored this event with Malcolm Smith Racing Products.

Starting at 7:00 a.m. with high desert temperatures in the mid-30s, almost half the bikes did not start during the allotted 60 seconds. Two rough 55-mile loops and a different speed schedule for the As, Bs and Cs had most riders hitting the checks early.

Starting at about 6000 ft. elevation, a single track trail leading into Illinois Canyon was littered with washouts and loose rocks. The riders had to stay on their toes and hussle through this narrow canyon. After four miles of dodging rocks, the course dumped into the much larger El Dorado Canyon and more rocks. It was here that the riders had a look at the first terrain test.

Dust was a problem on the first loop for some riders, including Kevin Hines. He dropped out to save his bike and body for the National enduros.

Roeseler powered his factory Kawasaki to the quickest time in the first terrain test with a score of 711 seconds. Bertram was three seconds back on his Husky Auto, followed by John Haaker with 744 seconds.

The B class leader through this section was Bruce Rust with 820 seconds, followed by Dan Sell with 823. In the C class, Sam Soracco led the way with 836 seconds.

Roeseler again smoked everybody through the second terrain test with a score of 414. Team Suzuki's Charlie Halcomb and Bertram followed with 426 and 434 seconds, respectively. Dan Sell posted the fastest time of 503 seconds to top the B class. With a very fast time of 488 seconds, Sam Soracco blitzed the C class. After the second terrain test, the course led back to the Carson Valley Inn, where the grass track was set. The challenging course was laid out by ISDE veteran and HSMC member Duke Lamber on 30 acres of green pasture field.

The first race of the day saw Roeseler, Bertram, Haaker, Jeff Irwin, Duke Dowell and eventual Senior class winner Frank Showers Jr. square off. Haaker's four-stroke got the holeshot with Roeseler and Bertram in tow. Roeseler slipped by Haaker after he went wide in a turn. Bertram then passed Haaker and started to pressure Roeseler. Dowell and Irwin were dueling for fourth with Dowell getting the position. Meanwhile up front, Roeseler overshot a turn and Bertram grabbed the lead for good. Just before the finish, Bertram led everyone astray after blasting through the ribbon. The positions were then scrambled and at the finish it was Bertram, Irwin, Roeseler, Dowell and Haaker. The fastest time of the grass track all day was posted by Eric McKenna, followed by Jimmy Lewis with times of 656 and 660, respectively.

In the B class, Mace Coleman posted 640 seconds on a shortened course. Raymond Harold smoked through with a score of 612 to top the Cs.

First overall honors of the day went to Roeseler, with a total score of 1811. Bertram and Holcomb followed with scores 1830 and 1865.

Topping the B class was Dan Sell with a total of 1992. Leading the C class with a score of 1994 seconds, Joe Bruce won't be riding there long.

With District 36 points given to enduro and cross country, the competition was tough. Bertram collected his usual enduro points and ISDE veteran Dean Joyner took first district cross country points. •

Results

O/A A: 1. Larry Roeseler (Kaw); 2. Dave Bertram (Hus); 3. Charles Holcomb (Suz); 4. John Haaker (Hus); 5. Jimmy K. Lewis (Yam); 6. Jeff Irwin (Hus); 7. Dean Joyner (Yam); 8. Duke Dowell (Hon); 9. Lance McPhee (Suz); 10. Eric McKenna (Hon); 11. Shaun Scarlett (Kaw); 12. John Roitinger (Yam); 13. Larry Wright (Yam); 14. Jerry L. Schockmel (Hon); 15. Matt Cullins (Hus); 16. Duane Scott (Yam); 17. Steve Goodwin (Hon); 18. Dave Little (Hon); 19. Cloyse Holland (Suz); 20. Paul Funaro (Hon).

O/A B: 1. Dan Sell (Hon); 2. Ken Rieger (Kaw); 3. Mace Coleman (Kaw); 4. Bruce D. Rust (Hon); 5. Tom Moody (KTM); 6. Ray Neil (Hon); 7. Richard Zakrzewski (Hon); 8. David Dufort (Hus); 9. Dave Schlichtig; 10. David Barsanti (Hus); 11. David P. Robinson (Yam); 12. Robert A. White (Kaw); 13. Toby L. Young (Hon); 14. Dave Stager (Hus); 15. Roger Hitchcock (KTM); 16. Glen Carrillo (Yam); 17. James B. Randolph (Kaw); 18. Kent Thomas (Yam); 19. Chuck Elderton (Yam); 20. Rick Leffler (Hus).

O/A C: 1. Joe Bruce (Hon); 2. Greg Bailey (Yam); 3. Donnie Toft (Hon); 4. James Rianda (Hus); 5. Brian Dickey (KTM); 6. Bob Rieger (Kaw); 7. Raymond Harold (Hon); 8. Erik Westerhoff (Kaw); 9. John May (Hus); 10. Scott Nicolitz (Kaw); 11. Aaron Croney (Yam); 12. Jerry R. Bown (Hon); 13. Charlie Spellman (Hon); 14. Merlyn J. Frank (Hon); 15. Mark Lagomarsino (Kaw); 16. John Smallwood (Hus); 17. Tim Tracy (Hon); 18. Edward Golden (Hon); 19. Tim Duncan (Hon); 20. Kenny Stewart (Yam).

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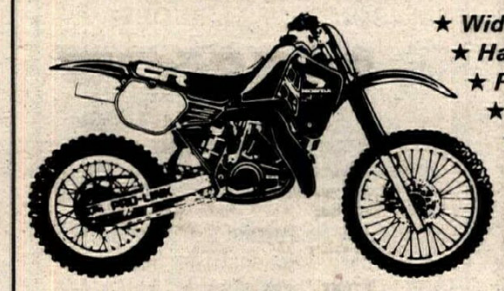
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10th ANNUAL MOTO-RAMA RACES & SHOW

Pennsylvania Farm Show Arena, Harrisburg, PA

Replaces The February 1988 Motocross Races

DECEMBER 16-20, 1987
Thursday & Friday, December 17 & 18 - 8PM
DIRT TRACK RACING 2-3-4 WHEEL
Motorcycles - ATV - Micro Sprint - Odyssey

Saturday & Sunday, December 19 & 20, 1987
Sat. 8PM Sun. 2PM
SUPERCROSS 2-3-4 WHEEL

ADMISSION: Advance $5.00, At Door $6.00-Children Under 6 Free
Close For Pre Entry, Advance Tickets & Booth Contracts - December 9th
Contact: TRAIL-WAY SPEEDWAY, 100 Speedway Lane, Hanover, PA 17331-8917
OFFICE OPEN DAILY -Mon. thru Fri. - 8:30AM to 4:00PM - (717) 359-4310

DON'T MISS THE BIG DEMO-DERBY ON WEDNESDAY, DECEMBER 16 at 8:00PM

Dirt Trackers Fight Back Unite!

(pronounced as two words)

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INTER-SHOWS

Presents

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FRIDAY, DECEMBER 4
6 p.m. to 10 p.m.

24 Hour Info: (714) 364-2542
Orange County Fairgrounds, Costa Mesa, CA

BUY OR SELL

Sellers: Hurry and reserve your spaces...they go quickly. Spaces include 10'x10'x15' areas, priced from $15 to $25 depending on size and location. There's a special area for selling motorcycles, too. For $10 anybody can display a bike in a Motorcycles-Only area, so people can see what you have to sell. Anyone can be a seller.

SELLER'S SPECIAL
All Prepaid Spaces Prior to November 30
$5.00 DISCOUNT PER SPACE

INTER-SHOWS
BOX 2910/MISSION VIEJO, CALIFORNIA 92690
Office Hours: Tuesday & Thursday 10 a.m. to 2 p.m.
(714) 364-0515

18TH ANNUAL

El Trial De España

SUNDAY DECEMBER 6, 1987

TEMECULA, CA
(SOUTH OF ELSINORE)

DIRECTIONS:
Highway 15, Exit West On Clinton Keith Road, Follow Signs Approximately 15 Miles to Trial Site.

RAFFLE:
Proceeds To Go Toward Sending Top A.T.A. Rider To National Trial Series. $500 In Cash Prizes, As Well As Merchandise Prizes.

WHO?
All Regular A.T.A. Classes, As Well As Non-Trials Bike, And Press/Industry Class.

Helmets And Spark Arrestors Required

ENTRY FEE:
A.T.A. Member $15, Non A.T.A. Member $20

For Additional Information
(213) 696-3260 DAYS
(619) 449-3794 NIGHTS

AMERICAN TRIALS ASSOCIATION

DOUBLE CROSS RACING

GRAN PRIX So. Cal. DOUBLE CROSS

Sun. Dec. 6
Glen Helen Gran Prix
INFO: (714) 371-6333

SRA California Schedule

Nov. 22 - ~~Glen Helen~~ Canceled
Nov. 29 - Glen Helen

(714) 828-1358

SANTA CLAUS
Family Enduro
December 13, 1987
Lucerne Valley
INFO 689-6114
CRC

CMC **Race With The Best**

Dec. 6 Carlsbad MX
Dec. 13 Barona Oaks Multi Nationals

CA (714) 261-6116

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA Regional Enduro C'ship Series
Western Region

12/6	Lucerne Valley, CA

ADRA C'ship Series

12/5	Sonora, Mexico

SCORE Int'l Off-Road Series

12/11-13	San Felipe 250 San Felipe, Mexico
1/29-31/88	Parker 400 Parker, AZ
4/1-3/88	Great Mojave 250 Lucerne Valley, CA
6/3-5/88	Baja Internacional Ensenada, Baja, Mexico
8/19-21/88	Off Road World C'ship TBA
11/3-6/88	Baja 1000 Ensenada, Baja, Mexico
12/9-11/88	San Felipe 250 San Felipe, Baja, Mexico

ARRA/Kawasaki/Racer's Supply California RR Series

12/6-7	Willow Springs, CA
12/26-27	Riverside, CA

NETRA C'ship Enduro Series

12/6	Marlborough, CT

PRRO Road Race Series

12/12-13	Phoenix, AZ

SETRA C'ship Hare Scrambles Series

12/6	Winnsboro, SC
12/13	Abbeville, SC
1/17/88	TBA
2/7/88	Maxey, GA
4/3/88	Sumter, SC
5/1/88	Abbeville, SC

SETRA C'ship Enduro Series

1/3/88	Lenoir, NC
1/31/88	Sumter, SC
2/14/88	Greenville, SC
2/21/88	Cochran, GA
2/28/88	Pelion, SC
3/6/88	Palatka, FL
3/13/88	Athens, GA
3/27/88	Abbeville, SC
4/10/88	Bristol, VA
4/24/88	Lawrenceburg, TN
5/8/88	Charleston, SC

Texas Arenacross Series

1/8-10/88	Lubbock, TX
2/12-14/88	Odessa, TX
2/26-28/88	Temple, TX
3/4-6/88	San Antonio, TX

CMC/Dodge Truck Golden State National MX Series

1/2-3/88	San Bernardino, CA
1/9-10/88	Brentwood, CA
1/16-17/88	Huron, CA
1/23-24/88	Carlsbad, CA
1/30-31/88	Adelanto, CA
2/7/88	Marysville, CA
2/14/88	Porterville, CA
2/21	San Bernardino, CA

AFM North Road Race Series

3/26-27/88	Sears Point, CA
4/17/88	Sears Point, CA
5/21-22/88	Sears Point, CA
6/26/88	Sears Point, CA
7/30-31/88	Sears Point, CA
9/11/88	Sears Point, CA

DECEMBER

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27	28	29	30	31		

JANUARY

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10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

● Denotes Pro Payback

December 4

OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arean, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
● Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

December 5

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA TRIALS
VOTE. The Schreiber Cup, Temecula. Info 818/845-8738 or 805/583-1970.
CALIFORNIA MOTOCROSS
● G.P. MX. Santa Cruz County Fairgrounds, Watsonville. Info 408/724-5671.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
DELAWARE MOTOCROSS
● Middleford Speedway, Seaford. Info 302/422-4914 or 629-4358.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
MEXICO HARE & HOUND
● ADRA Series. Sonoita to Rocky Point. Sonora. Info 602/252-1900.
MEXICO STADIUM MX
● Sucro Track MX. Antonio Palacio Stadium, Ensenada, Baja, CA. Info 619/429-7271.

December 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
Ft. Mitchell Moto Park, Ft. Mitchell. Info 205/855-3510.
ARKANSAS MOTOCROSS
● Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA TRIALS
ATA/AMA Observed trials. 18th Annual El Trial de Espana. La Cresta, San Diego. Info 213/696-3260.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MINI MX
CMMC. Barona Oaks Raceway, Ramona. Info 619/347-3909.
CALIFORNIA ENDURO
AMA Regional C'ship. Calif. Enduro Assn. Lucerne Valley. Info 818/448-8351.
CALIFORNIA MOTOCROSS
3rd Annual Over The Hill Gang Vet Nat'l. Sandhill Ranch, Brentwood. Info 415/837-5259 or 707/745-8955.
CALIFORNIA GRAND PRIX
DCR. Glen Helen OHV Park, San Bernardino. Info 714/371-6333 or 880-1733.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA SCOOTER RACE
Adams Kart Track, Riverside. Info 619/574-1818.
CALIFORNIA MOTOCROSS
● SMX. DeAnza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA MOTOCROSS
● CMC. IMI Raceway, Ridgecrest. Info 619/446-7240 or 805/945-9113.
FLORIDA MOTOCROSS
FL MX Snowbird Series. Hyman Myers Speedway Park, Tallahassee. Info 904/656-2915.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valpariso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLES
Mid South Winter Series. Owensboro. Info 615/890-3003.
NEVADA GRAND PRIX
● Las Vegas Int'l Raceway, Las Vegas. Info 702/564-2677.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
KTM America/CRA. Amherst Meadowlarks Clubgrounds, Amherst. Info 216/988-9100.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE MOTOCROSS
● Putnam County Fairgrounds, Cookeville. Info 615/528-5724.
TENNESSEE CROSS COUNTY
Bench Racers Series. Dallas Ricker Sports Center, between Kingsport & Greenville. Info 615/247-3847 or 323-5497.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● AMA/TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
● Mustang Race Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Martin Racing Supply. Mesa Raceway, Fritch. Info 806/857-2235.

December 11

SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704//685-3033.
WASHINGTON SHORT TRACK
AMA/Landspeed Sports Inc. Clark County Fairgrounds. Ridgefield. Info 503/661-6813.

December 11-12

NORTH CAROLINA AREANCROSS
M & M Productions. Western NC Agriculture Center, Asheville. Info 919/342-4492.

December 11-13

MEXICO DESERT RACE
● Score San Felipe 250. San Felipe, Baja Calif. Info 818/889-9216.

December 12

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.

FLORIDA SHORT TRACK/MX
● Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE MOTOCROSS
AMA. B & J MX. Clarksville. Info 502/522-6389 or 615/763-2393.

December 13

ALABAMA MOTOCROSS
● Gary's Warrior MX, Warrior. Info 205/849-8069 or 647-5612.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA ENDURO
CRC. Family Enduro. Lucerne Valley. Info 714/689-6114.
CALIFORNIA HARE SCRAMBLES
2 & 2 Racing Team 11th Annual Cowpuncher HS. Hollister Hills SVRA, Hollister. Info 415/828-0410.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
●CMC. Marysville MX, Marysville. Info 916/695-2727 or 673-5710.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA HARE SCRAMBLES
AMA/D-37. Dirt Diggers MC. Fremont Valley, Randsburg. Info 714/895-2030.
CALIFORNIA DESERT RACE
8th Annual Rattlesnake Chase & Team. AMA/D-38. Ancient Dry Lake Bed, W. of El Centro. Info 619/427-5759.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
FMC Winter Warm Up/FL MX Snowbird Series. MX of Marion County, Reddick. Info 904/591-2050 or 291-2377.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
INDIANA HARE SCRAMBLE
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
KENTUCKY HARE SCRAMBLE
Pendleton County MC Park, Demossville. Info 606/472-3442.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
● S.E. MX Assn. Montrose MX, Raeford. Info 919/875-3805.
OHIO HARE SCRAMBLES
Winter Series. Gran Prix Raceway, Canal Fulton. Info 216/239-1598 or 682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OREGON MOTOCROSS
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TENNESSEE HARE SCRAMBLES
Mid South Winter Series. Dixon. Info 615/890-3003.
TEXAS MOTOCROSS
● TMC. Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.
VIRGINIA TT/MX/HH
Mark IV Olympics. Rural Retreat. Info 703/228-3118.

December 17-18

PENNSYLVANIA SHORT TRACK
● AMA/Trail-Way Speedway. Pennsylvania Farm Show Arena, Harrisburg. Info 717/359-4310.

December 18

SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
● Landspeed Sports, Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

December 19

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
● Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
INDIANA ICE RACE/MX
H Cubed, Inc. Lake Eliza, Valparaiso. Info 219/462-3267.

December 19-20

PENNSYLVANIA AREACROSS
● Trail-Way Speedway. PA Farm Show Arena, Harrisburg. Info 717/359-4310.

December 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
● Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA GRAND PRIX
● CRC. Merry Christmas GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
● CMC. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
● SMX Xmas Special. De Anza Cycle Park, Sunnymead. Info 714/582-3482.
CALIFORNIA MOTOCROSS
● CMC. IMI Raceway, Ridgecrest. Info 619/446-7240 or 805/945-9113.
FLORIDA MOTOCROSS
FMC Winter Warm Up. Ocala MX, Ocala. Info 904/622-9400 or 867-1340.
FLORIDA MOTOCROSS
● FL Snowbirds MX Series. Orange County Raceway, Orlando. Info 305/351-4156.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
NORTH CAROLINA MOTOCROSS
Wilkes County MX, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
● Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
● TMC. Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● Mustang Race Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Martin Racing Supply. Mesa Raceway, Fritch. Info 806/857-2235.

December 26

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
CALIFORNIA MOTOCROSS
Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA MOTOCROSS
● SMX. Perris Raceway, Perris. Info 714/582-3482.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

December 27

ALABAMA MOTOCROSS
County Line Raceway, Beessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
● Cleburne County Speedway, Heber Springs. Info 5011/362-6474.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Sunnymead. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● SMX. Glen Helen OHV Park, San Bernardino. Info 714/582-3482.
FLORIDA MOTOCROSS
● Super Two. Orange County Raceway, Orlando. Info 305/568-2271.
FLORIDA MOTOCROSS
FL Snowbirds MX Series. Ocala MX, Ocala. Info 305/351-4156.
GEORGIA MOTOCROSS
FMC Winter Warm Up. South Georgia MX, Valdosta. Info 912/244-6050 or 242-6779.
GEORGIA MOTOCROSS
Fall/Winter Series. Riverside MX, Calhoun. Info 404/625-5748.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
MICHIGAN ICE RACE
Flint MC. Saginaw Civic Center, Saginaw. Info 313/686-7083.
NEW YORK MUD & SNOW SCRAMBLES
Square Deal Riders MC, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OKLAHOMA MOTOCROSS
● Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
● TMC. Bastrop Raceway, Bastrop. Info 512/321-9861 or 832-1274.

Dec. 30-Jan. 1

CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Budweiser Dunaway Dash. Plaster City East. Info 619/427-5759.

January 1

CALIFORNIA MARATHON
13th Annual Hangovers Day Marathon. Sand Hill Ranch, Brentwood. Info 415/634-3328.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.

January 2

ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

January 2-3

CALIFORNIA MOTOCROSS
● CMC Dodge Truck Golden State Nat'l MX Series. Glen Helen Park, San Bernardino. Info 714/261-6116.

January 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
● Bull Creek MX, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
● CMC, IMI Raceway, Ridgecrest. Info 619/446-7240 or 805/945-9113.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404/942-5930.
GEORGIA MOTOCROSS
● Supercross of Ringgold, Ringgold. Info 404/937-3372.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Saratoga. Info 518/374-3116.
OKLAHOMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
● Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
● Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

January 8

OREGON SHORT TRACK
● SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
● Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
● AMA/Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 8-10

TEXAS ARENACROSS
● TX Arenacross Series. Lubbock. Info 817/433-5587.

January 9

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.

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1988

World Sports Florida 18th ANNUAL Winter AM Motocross Series

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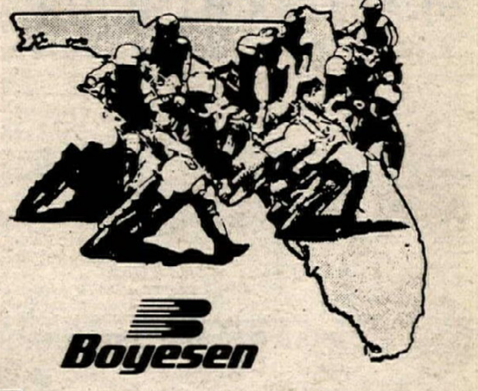

Dec. 26-27 Croom, Brooksville
Two-Day Amateur Event
Jan. 2-3 Gatorback, Gainesville
Jan. 9-10 Dade City Raceway
Jan. 16-17 Diamondback, Cocoa
Jan. 23-24 Croom, Brooksville

Professionals and A's race each Sunday, except Dec. 26-27 Croom (amateur & A's).

PROGRAM SCHEDULE

	Saturday	Sunday
Gates Open:	6:30 am	7:00 am
Registration:	7:30 am	7:30 am
Practice:	8:00 am	8:00 am

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WISECO PERFORMANCE PISTONS — PIRELLI — Gear RACEWEAR

Contingencies: Honda - Kawasaki - Suzuki - Yamaha

Pre-Entry is $20 PER CLASS, PER EVENT. Reserve your number for the entire Series by entering all events now. AMATEUR NATIONAL NUMBERS may be reserved by Pre-Entry ONLY. Pre-Entry Deadline is DECEMBER 19th, 1987. Earliest postmark reserves number, in case of duplication. POST-ENTRY is $5 PER CLASS, PER EVENT ADDITIONAL. Write or Call SuperSports for Pro-Entry Information. Pro-Entry form available from SuperSports. Pre-Entry Fees do not include Gate Admission.

Make your Cashiers Check or Money Order payable to and mail to: SuperSports, P.O. Box 13246, St. Petersburg, FL 33733 - (813) 822-8929.

AMATEUR PRE-ENTRY FORM
(MAY BE REPRODUCED)

Name____ Age____ AMA #____ Expires____
Address____ City____ State____ Zip____
Riding #____ 2nd Choice____ Bike Brand____ # of Entries____ X $20 @____ Amount Enclosed
Check Each Class, Per Event that you will Enter.
("A" CLASSES RACE ON SUNDAY, EXCEPT DEC. 26-27 AT CROOM - TWO-DAY AMATEUR EVENT.)

CROOM - DEC. 26 & 27	GATORBACK - JAN. 2	DADE CITY - JAN. 9	COCOA - JAN. 16	CROOM - JAN. 23
Saturday & Sunday	1.____ 65cc 7-11	1.____ 65cc 7-11	1.____ 65cc 7-11	1.____ 65cc 7-11
1.____ 65cc 7-11	2.____ 85cc 7-11	2.____ 85cc 7-11	2.____ 85cc 7-11	2.____ 85cc 7-11
2.____ 85cc 7-11	3.____ 85cc 12-15	3.____ 85cc 12-15	3.____ 85cc 12-15	3.____ 85cc 12-15
3.____ 85cc 12-15	4.____ 125 B	4.____ 125 B	4.____ 125 B	4.____ 125 B
4.____ 125 B	5.____ 125 C	5.____ 125 C	5.____ 125 C	5.____ 125 C
5.____ 125 C	6.____ 250 B	6.____ 250 B	6.____ 250 B	6.____ 250 B
6.____ 250 B	7.____ 250 C	7.____ 250 C	7.____ 250 C	7.____ 250 C
7.____ 250 C	8.____ 500 Novice	8.____ 500 Novice	8.____ 500 Novice	8.____ 500 Novice
8.____ 500 Novice	9.____ Plus 25	9.____ Plus 25	9.____ Plus 25	9.____ Plus 25
9.____ Plus 25	10.____ 125 Youth 12-15	10.____ 125 Youth 12-15	10.____ 125 Youth 12-15	10.____ 125 Youth 12-15
10.____ 125 Youth 12-15	11.____ 0-Open 4 Wheel	11.____ 0-Open 4 Wheel	11.____ 0-Open 4 Wheel	11.____ 0-Open 4 Wheel
11.____ 0-Open 4 Wheel	SUNDAY, JAN. 3, PROS	SUNDAY, JAN. 10, PROS	SUNDAY, JAN. 17, PROS	SUNDAY, JAN. 24, PROS
12.____ Seniors*	12.____ Seniors*	12.____ Seniors*	12.____ Seniors*	12.____ Seniors*
13.____ 125 A	13.____ 125 A	13.____ 125 A	13.____ 125 A	13.____ 125 A
14.____ 250 A	14.____ 250 A	14.____ 250 A	14.____ 250 A	14.____ 250 A
15.____ 500 A	15.____ 500 A	15.____ 500 A	15.____ 500 A	15.____ 500 A

*SENIORS: Super Seniors will be run if sufficient entries.

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100% Pro Payback ● 100% Peewee Trophy
Racing EVERY Sunday
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4 Mountain Bikes to be awarded to series points leaders!

3 Scooters to be awarded to leaders of Peewee - 60s - Quad 80s Classes!

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Right 4 miles to Edison Dr.
Left 4 miles to Millux
Right to track

99 south to Bear Mountain Blvd. - left over freeway to Edison
Right 3 miles to Millux
Left to track

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Sportsman - $20.00

Admission $5.00
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805 - 245-1318
213 - 931-9180

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April 17 Sears Point
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Cycle News readers — the first to know!

CRC CALIFORNIA RACE SCHEDULE
ATV CLASSES AT ALL EVENTS

SUN DEC. 6 MX Perris Raceway
SUN DEC. 13 MX LA County Raceway
SUN DEC. 20 G.P. Glen Helen
SUN DEC. 27 MX LA County Raceway

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=RES=

1987 TEXAS MOTOPLEX MOTORCYCLE BRACKET CHAMPION - STEVE UPCHURCH

Chose Racing Engine Service To Build His Engine.

This GPz engine and special LECTRON Carbs gave Steve the performance he needed to be a winner! All year Steve ran consistent low 10.30 to mid 10.20 second E.T.s with top speeds from 127-130 MPH.

Three of this year's top ten in the motorcycle eliminator Brackets used the RES Winning combination.

STEVE UPCHURCH # 1 Kawasaki
JOHN MONINO #5 Suzuki
ED MAZZOLINI #6 Suzuki

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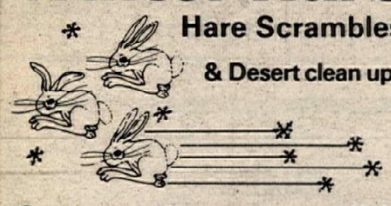
The Dirt Diggers M/C
2nd Annual

Winter Hare



Hare Scrambles
& Desert clean up

Sunday, December 13th
9 AM Start
Fremont Valley
2 fun 35 mile loops
Quads & ATVs welcome -
1 loop only, separate start
Beginner, women novice
& super senior novice -
1 loop only
Limed from HWY 14 - Randsburg Rd.
For more info
(714) 895-2030
Entry $16
Finisher pins
Rescue 3
Clean up is On Saturday
Spark arrestors & green stickers required

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January 9-10

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Sandhill Ranch, Brentwood. Info 714/261-6116.

January 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
INDIANA ICE RACE/MX
H Cubed Inc. Lake Eliza, Valparaiso. Info 219/462-3267.
NEW YORK MUD/SNOW SCRAMBLES
Square Deal Riders, Harpursville. Info 607/723-2387 or 693-2634.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Saratoga. Info 518/374-3116.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA MOTOCROSS
N.A.M.E./M & M Production. Spot Mill Park, Society Hill. Info 919/342-4492.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

January 15

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 15-16

NORTH CAROLINA ARENACROSS
NAME/M & M Production. Western NC Agriculture Center, Asheville. Info 919/342-4492.

January 16

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
ARIZONA MOTOCROSS
Thrasher Land, Glendale. Info 602/872-9737.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Indoor. Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.

January 16-17

CALIFORNIA MOTOCROSS
• CMC/Dodge Truck Golden State Nat'l Series. Huron Cycle Park, Huron. Info 714/261-6116.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. 9th Annual Barking Spider. Plaster City East, Imperial County. Info 619/427-5759.

January 17

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Bull Creek MX Park, Beebe. Info 501/882-3886.
CALIFORNIA MOTOCROSS
• CMC. IMI Raceway, Ridgecrest. Info 619/446-7240 or 805/945-9113.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
GEORGIA MOTOCROSS
Whitesburg MX, Whitesburg. Info 404-942-5930.
OKLAHONMA MOTOCROSS
Interstate MX Park, Oklahoma City. Info 405/390-2100 or 732-0212.
OREGON MOTOCROSS
• Clark's Branch Cycle Club, Roseburg. Info 503/673-1671 or 672-4179.
OREGON MOTOCROSS
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek MX, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
Lake Whitney Cycle Ranch, Whitney. Info 817/694-2901.
TEXAS MOTOCROSS
• Mustang Track, Alvin. Info 713/488-8563.
TEXAS MOTOCROSS
• Goodtimes Motor Sports Park, San Antonio. Info 512/681-1407.

January 22

OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON SHORT TRACK
• AMA/Landspeed Sports Inc. Clark County Fairgrounds, Ridgefield. Info 503/661-6813.

January 23

FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
MICHIGAN ICE RACE
Flint MC, Flint. Info 313/686-7083.

January 23-24

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Carlsbad Raceway, Carlsbad. Info 714/261-6116.

January 24

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
• Cleburne County Speedway, Heber Springs. Info 501/362-6474.
CALIFORNIA HARE & HOUND
• AMA/Desert MC. Nat'l. Lucerne Valley. Info 213/693-5378.
GEORGIA MOTOCROSS
• Supercross of Ringgold, Ringgold. Info 404/937-3372.
NEW YORK ICE RACE
Electric City Riders MC. Saratoga Lake, Saratoga. Info 518/374-3116.
NORTH CAROLINA SUPERCROSS
NAME/M & M Productions. East Carolina Raceway, Greenville. Info 919/342--4492.
OKLAHOMA MOTOCROSS
• Allen Ranch MX, Tulsa/Bixby. Info 918/428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/681-9492.
OREGON SHORT TRACK
• SOMA. Jackson County Expo, Compton Arena, Central Point. Info 503/476-2288.
TENNESSEE SUPERCROSS
Candies Creek, Cleveland. Info 615/478-3178 or 479-3470.
TEXAS MOTOCROSS
• Bastrop Raceway, Bastrop. Info 512/832-1274 or 321-9861.

January 29

SOUTH CAROLINA SUPERCROSS
• Stepp Mill MX. Riverside Speedway, Travelers Rest. Info 704/685-3033.
WASHINGTON ARENACROSS
• Landspeed Sports, Inc. Clark County Fairgrouunds, Ridgefield. Info 503/661-6813.

January 29-31

ARIZONA DESERT RACE
• SCORE Parker 400. Parker. Info 818/889-9215.

January 30

ALABAMA MOTOCROSS
Penton MX, Lafayette. Info 205/864-9448 or 864-9641.
FLORIDA MOTOCROSS
Panhandle Speedway, Panama City. Info 904/235-0624 or 265-1322.
IDAHO SHORT TRACK
Owyhee MC, Caldwell. Info 208/344-9602 or 888-7357.

January 30-31

CALIFORNIA MOTOCROSS
• CMC Dodge Truck Golden State Nat'l Series. Sunrise Valley Cycle Park, Adelanto. Info 714/261-6116.

January 31

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS MOTOCROSS
Bull Creek MX, Beebe. Info 501/882-3886.

FREE CALENDAR LISTING

Calendar listings are a free service for Cycle News Readers and race promoters. All information is the responsiblity of the promoter. Calendar listings cannot be accepted over the phone; we must have complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to comfirm details before traveling to event.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

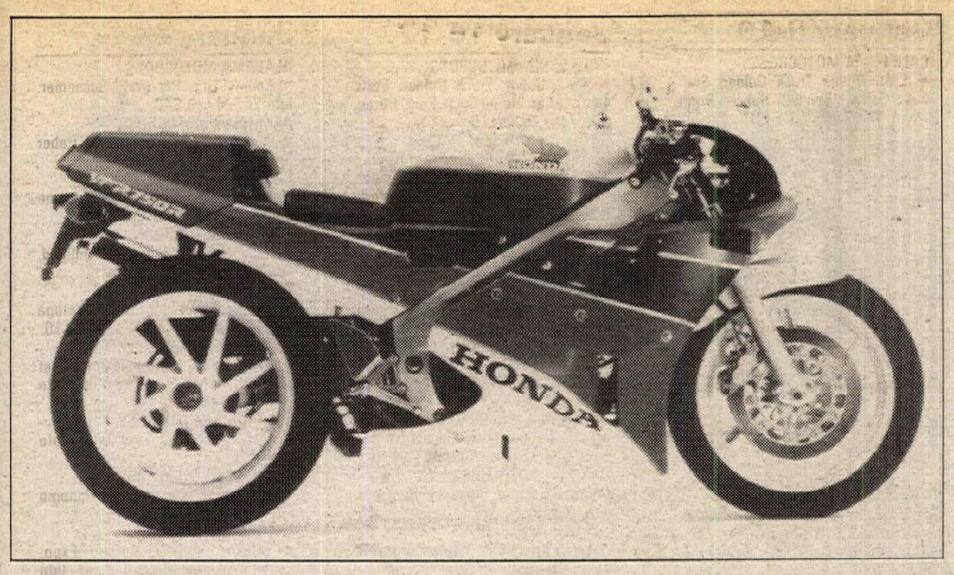
Location of event: _____

_____

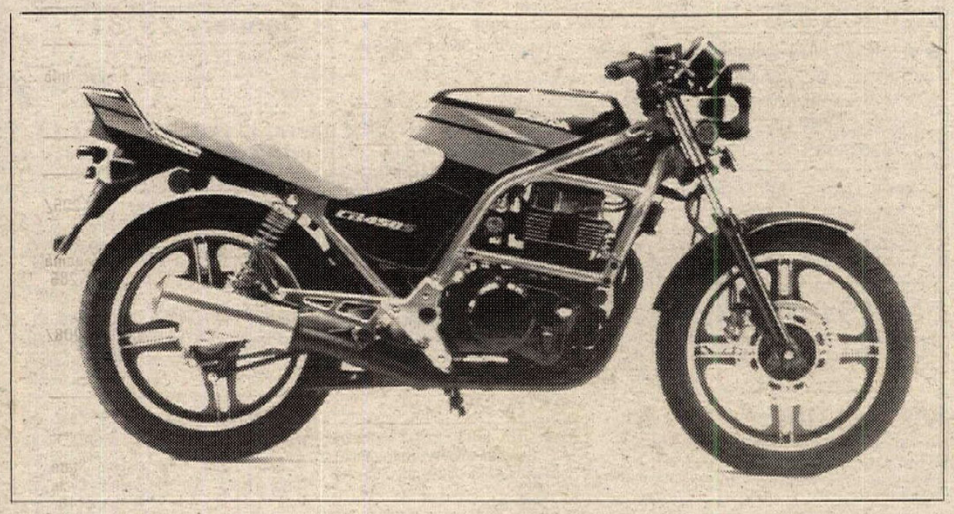
City/Town: _____ State: _____

Phone number (with area code) for more information: _____

Your name: _____



While American Honda dealers won't be selling the two 1988 models shown here — the VFR750R (RC30) and CB450S — they will be offered on the Canadian market via Honda Canada dealers. The V-4, 16-valve, liquid-cooled, 748cc VFR750R (above) is a refined version of the 1987 RVF750 endurance road racer that won both the Le Mans and Bol D'Or 24-hour events this year. It produces a claimed 112 bhp and weighs in at 407 pounds. According to Honda Canada sales literature, "Only a few VFRs will be imported into North America — all of them to Canada. Very expensive. Very powerful. Very fast." The CB450S (below) features a twin-cylinder, three-valve, OHC 447cc engine that pumps out a claimed 43 bhp. The CB450S is aimed at the entry-level market. Honda Canada says, "The CB450S proves it doesn't take a king's ransom to buy a responsive, fun motorcycle these days."



Wind

(Continued from page 14)

second in both classes. Ty Davis (Hon) was third in the 125cc Pro class and Mike Healey (Cag) finished third in the 250cc ranks. Gordon Ward (Kaw) was the 500cc Pro winner followed by Healey and John Posca (Kaw).

Jim Holley (Yam) and Willy Simons (Hon) won the 250 and 125cc classes at the Central American Motocross Championship in Santo Domingo, Dominican Republic, November 22; both American riders were sponsored by Marlboro. An estimated 40,000 spectators attended the event.

The California Desert Coalition (CDC), an organization dedicated to keeping public lands open in the southern California desert, is searching for volunteers to help "inventory" approximately 80 wilderness areas named in U.S. Senator Alan Cranston's (D-California) 1987 California Desert Protection Act. "Volunteers are needed to visit the areas, record pertinent information on a prepared form and substantiate data with photos and maps," CDC officials said. For more information, contact Marian Kelley, CDC, P.O. Box 2363, Riverside, CA 92516, 714/684-6509.

The California All-Terrain Vehicle Association recently urged California Attorney General John Van De Kamp to reign in Assistant Attorney General Herschel Elkins, who reportedly is gaining a reputation as, "California's Stuart Statler." In a letter dated November 21, CATVA President Sharon Bishop asked that Van De Kamp, "remove (Elkins) as your liaison for this critical issue," because, "he has neither the background, the knowledge nor the sense of fairness to represent the state of California." Following a November 16 meeting in Los Angeles, California, between American Honda officials and representatives of attorneys general from 12 states, Elkins made several anti-ATV comments. He called ATVs, "inherently dangerous," and said, "I don't know what could be done, short of banning them." CATVA urged all off-road riders to write letters of protest to Van De Kamp at the Department of Justice, 1515 K. Street, Suite 511, Sacramento, CA 95814.

The 10th annual Trail-Way Speedway Moto-Rama Races and Show, featuring motorcycle and ATV dirt track and motocross competition, in Harrisburg, Pennsylvania, will take place December 16-20, 1987, instead of its traditional mid-February date. For more information, call 717/359-4310.

Keith Code's Twist of the Wrist road racing video will be available soon. Code has been busy working on the production at Willow Springs International Raceway; the 90-120 minute tape will sell for $49.95. For info write to Code at P.O. Box 3743, Manhattan Beach, CA 90266.

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Scoots and Skirts Rated "R" $19.95
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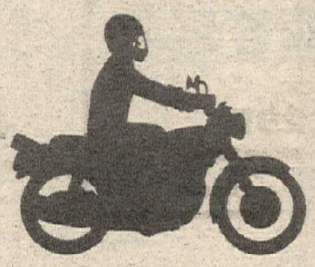

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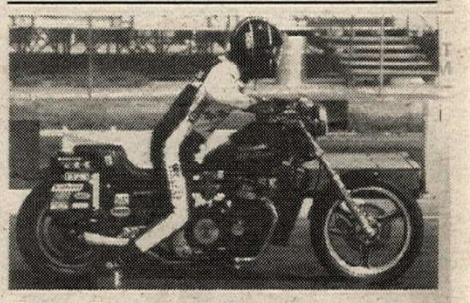

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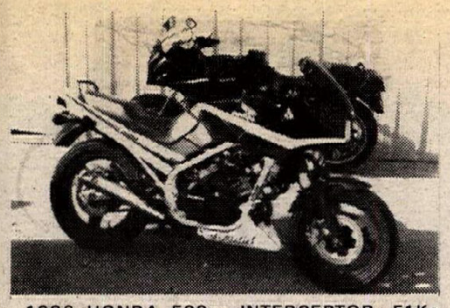

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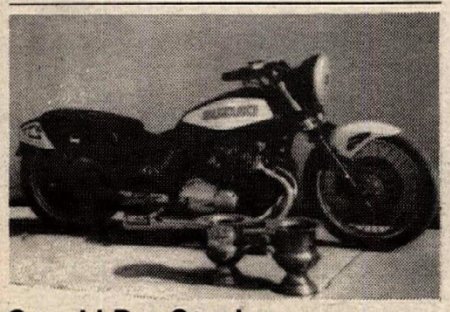

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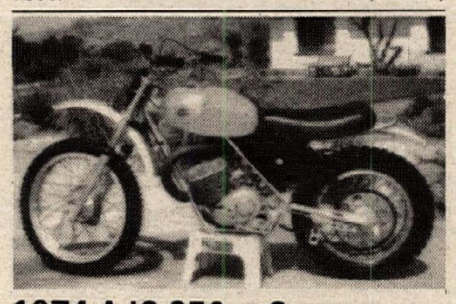

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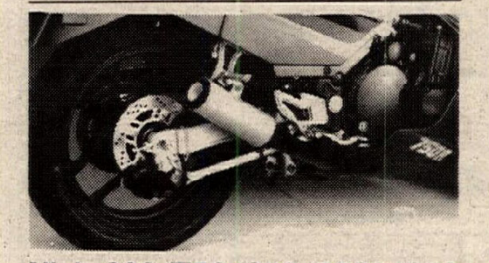

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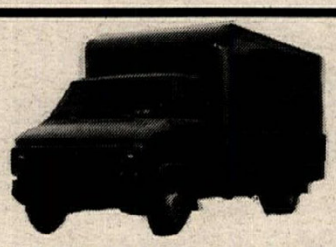

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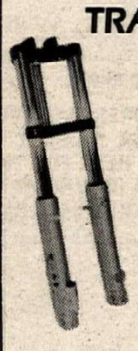

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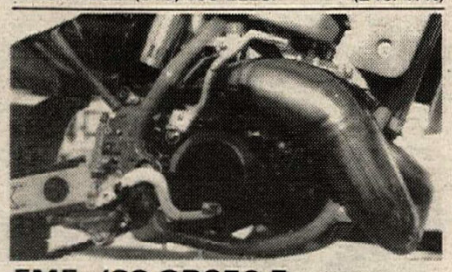

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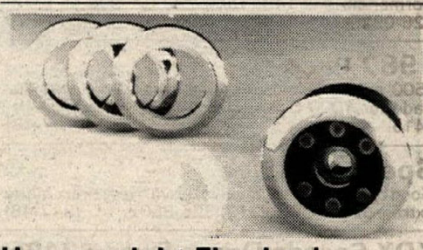

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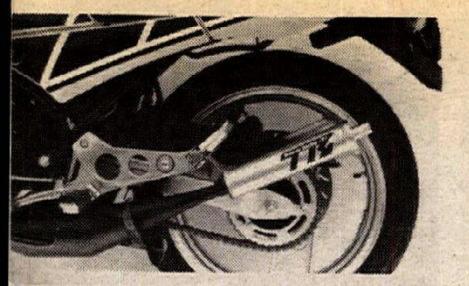

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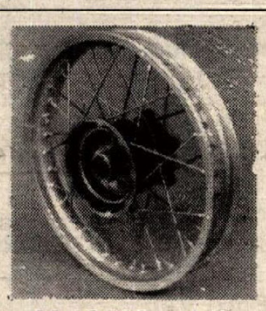

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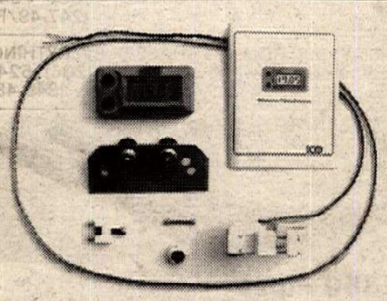

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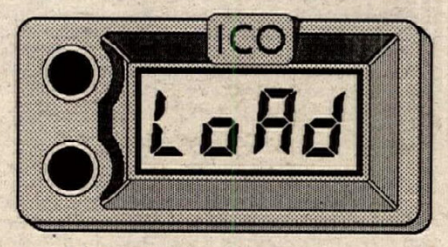

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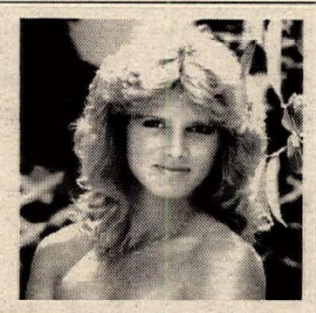

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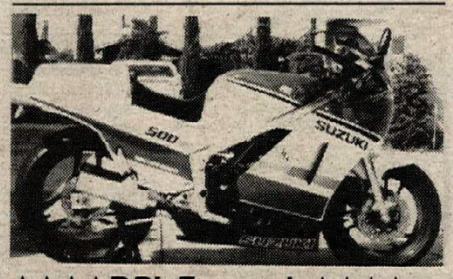

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***Suzuki-RG250/500 Gamma**
***Yamaha-RD/RZ 500**
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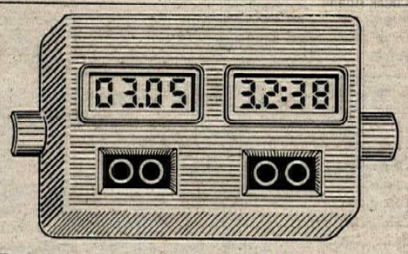

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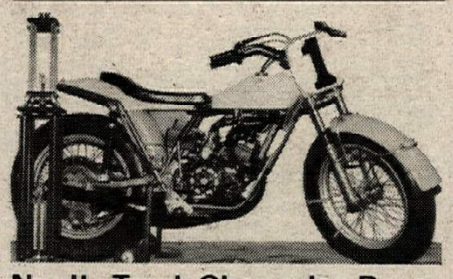

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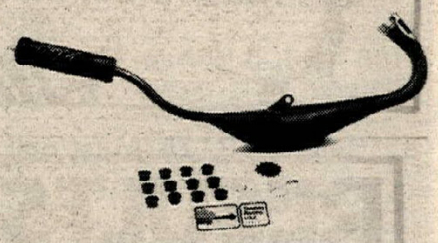

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***Yamaha-RD500 V-4**
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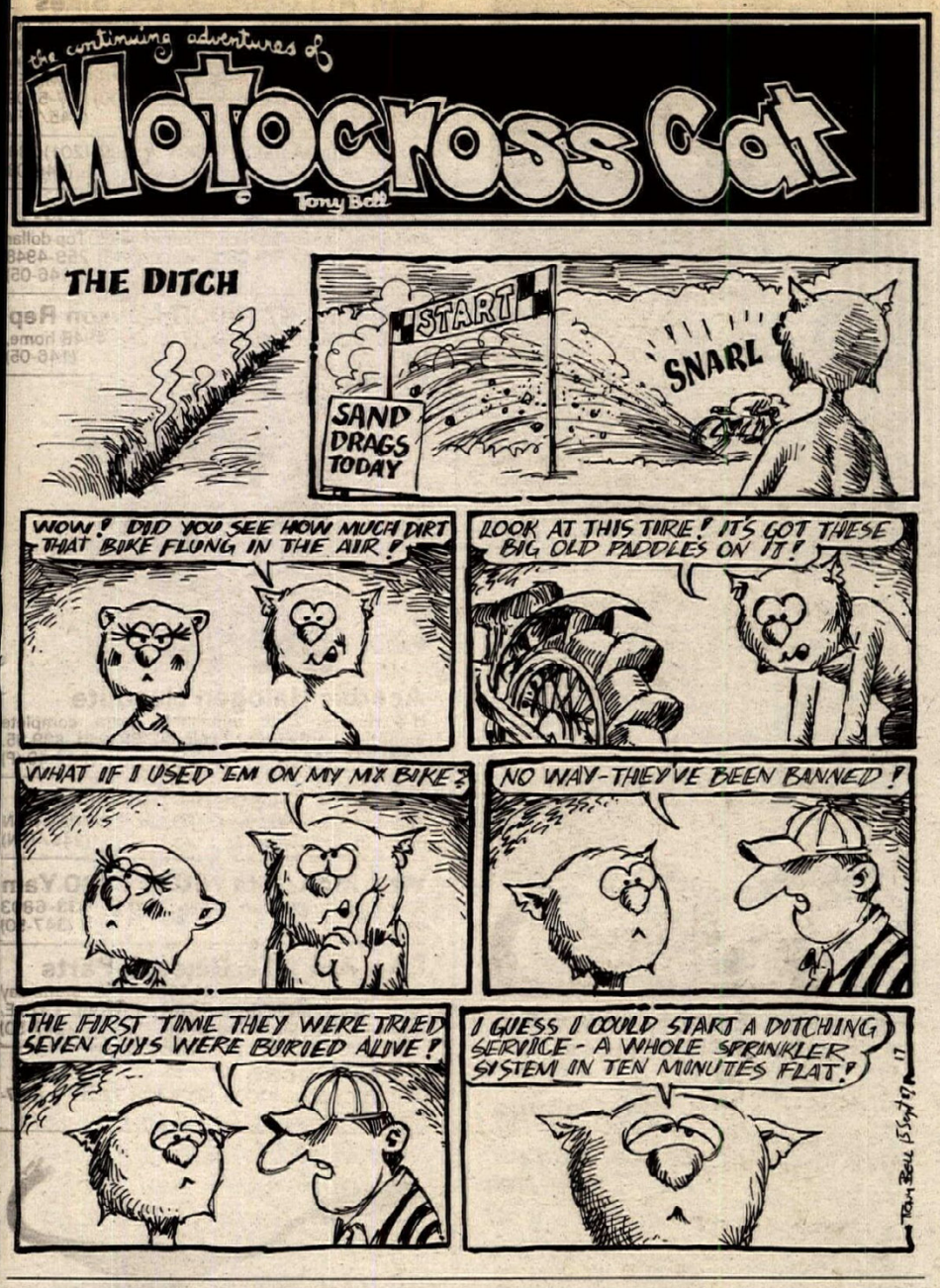
244/TFN)



RESULTS

Motocross
Gary's Warrior MX
Warrior, AL
Nov. 8
By Gary Ross

JR
Steven Parrish Kaw
Shane Posey Kaw
SR MINI
Chris Boyd Kaw
Jeff Burleson Yam
Danny Doyle Hon
Chad McCain Hon
125 B
Kevin Crew's Hon
David Armstrong Yam
Brad Shirley Hon
250 B
Brian Robertson Hon
Lynn Hicks Hon
Terry Parham Kaw
Kevin Crew's Hon
250 C
Jeff Wood
Chuck Kimbrell Hon
Tim Mask Kaw

Motocross
Hillsdale Green Acres
Hillsdale, MI
Oct. 31

85 JR
Casey Randolph Hon
85 B
Steve Searl Yam
David Putnam Hon
Jimmy Wilson Kaw
John Putnam Hon
Kim Horning Hon
85 A
Brad Grubbs Kaw
Tony Bauer Kaw
Scott Huggins Hon
125 JR
Kevin Church Yam
LT C
Jamie Gayheart Hon
Ken Grubbs Kaw
Monte McCarty Yam
Chris Rodehaver Suz
Robert Nelson Hon
125 B
Paul Huggins Hon
Ray Wrobel Hon
125 A
Ted Benhower Hon
HVY C
Todd Moulten Hon
David Amick Hon
250 B
Mike Burns Yam
John McFarland Kaw
251 OPEN B
Alan Mackey Hon
Ray Germain Hon
VET B
Phil Poore Hon
SR
Tom Hubbard Hus
Bill Estill Kaw
Hank Kohn Yam
Richard Leach Hon

Trials
1987 Final Standings
District 17
Ottawa, IL
By Paul Hayes

EX
Zbigniew Jedynak
Dave Rohrschneider
Jim Altemus
Doug Turner
Bill Damhoff
JR
Stanley Bloniarz
Jim Emmerson
Phillip Zimmer
Tom Taggart
Fred Bills
NOV
Jim Ripper
Joel Ripper
John Skwarek
Bruce Wakeley
Doug Larson
ENDR
Paul Hayes
Bill McCullough
Roland Thomas

Hare Scrambles
Salem M C
Salem, OH
Nov. 8
By M.L. Miller

O/A
Rusty Myers Hon
JR MINI
Mark McGrath Kaw
Jason SEll Kaw
Brent Abel Kaw
Jamie Martin Kaw
SR MINI
Rob Drennan Kaw
Doug Church Suz
Bridget Ulizio Kaw
Steve Buckman Yam
Bryan Kendrick Hon
125
Alan Hughes Kaw
Craig Herman Hon
Jack Steele Hon
Curt Stantiel Yam
Rich Blancato Hon
200
Brad Eller C-A
Jeff Smith Hon
David Ulizio Kaw
Bob Koller Kaw
Jake Ritorta Kaw
250
Ray Vargasota Hon
Joe Powers Hon
Chuck Adams Hon
Joe Hamor Hus
David Matz Suz
OPEN
Jeff Bonasera Yam
Mike Gorman C-A
John Ziska Hus
Don Sombati Hon
Todd Jones Hon
SR I
John Gallagher Hus
Tom Cozza Mai
Demon Greene Hon
Scott Braden Hus
Ted Miller Hus
SR II
Carl Dietz Hus
Herb Leppelmeier KTM
Ken Warrender Hus
D.R. Barnhart Kaw
James Kendrick Hon

Motocross
Gary's Warrior MX
Warrior, AL
Nov. 1
By Gary Ross

JR
Steven Parrish Kaw
Scotty Pinson Kaw
Shane Posey Kaw
JR MINI
BSruce Pinson Kaw
Steven Parrish Kaw
Shane Posey Kaw
SR MINI
Kevin Billing's Kaw
Dale Ulrich Kaw
Ernie Whitehead Kaw
Brandon Smith Kaw
Heath Daniel Kaw
125
Jimmy Stovall Hon
Troy Frassrand Hon
David Armstrong Yam
Jeff Waites Kaw
Sam Galleghy Kaw
125 B
Joey Hargrove Hon
125 A
Brian Tucker Hon
250C
Jeff Gibbs Kaw
Jeff Wood Kaw
Troy Frassrand Yam
Chuck Kimbrell Hon
Tim Mask Kaw
250 A
Brian Tucker Hon
OPEN B
Rick Arbona Hus
Michael Tucker Hon
2 YR & OLDER
Jeff Gibbs Kaw
Joey Siragusa Yam
Jeff Waites Kaw
SR MEN
Sammy Veitch Hon
Cecil Atkins Kaw
Eugene Goode Hon

Motocross
Final Night Standings
Succession MX
Anderson, SC
By Craig Johnson

P/W
Phil Hayes
Patrick Brown
Jonathon Sentell
Justin Hunt
Jason Tripp
JR MINI
Phil Hayes
Chad Kimbrell
Richey Samonsky
Patrick Brown
Richie Horton
SR MINI
Steve Burdette
Jonsie Alexander
Marcus Cannon
Lynny Samonsky
David Dickerson
125 NOV
Gary Dalton
Paul Dalton
Lance Edwards
Johnny Anderson
Jamey McCollum
250 NOV
Travis Bell
John Warren
Stephen Edwards
Allen Rucker
Sterling Moss
SR
Jamey McCollum
Ricky Lamb
Freddie Denton
Randy Kefeaver
Steve Lewis
125 INT
Chris Tucker
Craig Johnson
Tim Laskin
David Welborn
Chuck Blackmon
250 INT
Marc Cleveland
Craig Ashworth
Keith Brady
Heath Addy
Tony Lee
250 PRO
Gary Brantley
Todd Ulmer
Kirk Johnson
Robbie Taylor
Mark Ashworth

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